Bombay Port Trust

ADMINISTRATION REPORT

1961-62

00014997

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THE

ASIATIC SOCIETY OF BOMBAY

Town Hall, Bombay.

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Bombay Port Trust

ADMINISTRATION REPORT

1961-62

G. CLARIDGE AND CO., LTD., BOMBAY.

ASIATIC SOCIETY OF BOMBAY
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BOARD OF TRUSTEES

As at 1st April 1961

1. Shri A. L. DIAS, I.C.S. .. .. Chairman.

Appointed by Government:—

2. Brigadier KAMPTA PRASAD, M.C. (By virtue of Office). Sub-Area Commander, Bombay. (*Representative of the Defence Services*).

3. Rear Admiral S. G. KARMARKAR, I.N. (By virtue of Office) .. .. Flag Officer, Bombay. (*Representative of the Defence Services*).

4. Shri M. G. KOTWAL .. .. } Representatives of Labour.

5. Shri H. N. TRIVEDI .. .. }

6. Shri S. K. VENKATACHALAN, (By virtue of Office) .. Sr. Deputy Director-General of Shipping, Bombay. (*Representative of the Mercantile Marine Department, Bombay*).

7. Shri JASJIT SINGH (Ex-officio) .. .. Collector of Customs, Bombay.

8. Shri D. R. KHANNA (Ex-officio) .. .. General Manager, Central Railway.

9. Shri S. S. RAMSUBBAN (Ex-officio) .. .. .. General Manager, Western Railway.

10. Shri V. G. KANETKAR, I.P. (By virtue of Office) .. Commissioner of Police, Greater Bombay. (*Representative of the Government of Maharashtra*).

11. Shri M. G. PIMPUTKAR, I.C.S. (Ex-officio) .. .. Municipal Commissioner, Bombay.

Elected by the Municipal Corporation of Greater Bombay:—

12. Dr. S. G. PATEL .. ..

13. Shri V. N. DESAI .. ..

Elected by the Bombay Chamber of Commerce and Industry, Bombay:—

14. Shri. F. ROSARIO (*Shipping*) .. ..

15. Mr. P. C. R. COATES (*Mineral Oils*) .. ..

Elected by the East India Cotton Association Ltd., Bombay:—

16. Shri M. R. RUIA .. ..

Elected by the Millowners' Association, Bombay:—

17. Shri PRATAP BHOGILAL .. ..

Elected by the Maharashtra Chamber of Commerce, Bombay:—

18. Shri K. V. APTE .. ..

Elected by the Indian Merchants' Chamber, Bombay:—

19. Shri PRATAPSINH MATHURADAS (*Grains, Seeds and Vegetable Oils*) .. ....

20. Shri RATANSI CHAMPSI (*Export*) .. ..

21. Shri S. M. SHAH (*Import*) .. ..

22. Shri NAVAL H. TATA (*General*) .. ..

Elected by the Indian National Steamship Owners' Association, Bombay:—

23. Shri V. S. VALLABHDAS .. ..

24. Shri G. T. KAMDAR .. ..

Elected by the All India Sailing Vessels Industries Association,

25. Shri D. M. ASHAR .. ..

Note.—Changes among the members of the Board during 1961-62 are shown in the Chairman's Report.

PRINCIPAL OFFICERS OF THE BOARD

As at 31st March, 1962

General Manager:

Vacant.

Secretary's Department.

Secretary	E. H. Simoes, B.A.
Deputy Secretary	S. D. Chittar, B.A. (Hons.)

Accounts Department.

Chief Accountant	I. B. Das Gupta, B.A. (Hons.), M.Com., LL.B., F.S.A.A., A.C.A.
Deputy Chief Accountant	D. A. Screwvala, B.Com. (Hons.) (Bom.), B.Sc. (Econ. Hons.) (Lond.), C.D.I.I.
Deputy Chief Accountant (Junior)	A. Santos, M.A.

Engineering Department.

Chief Engineer	K. C. Desai, B.Sc. (Hons.), (Eng.) (Lond.), M.I.E. (India), A.M.I.C.E., A.C.G.I. (*offg.*).
Deputy Chief Engineer	F. D. Daruvala, B.E. (Civil), M.I.E. (India), (*offg.*).
Mechanical Superintendent	B. S. Sood, M.I.Mar.E., A.M.I.M.E., A.M.I.E.E., M.I.E. (India), 1st Class Engineer's Certificate (Colonial Steam).
Executive Engineers	R. P. E. Vazifdar, B.E. (Civil) M.I.E. (India), F.Asc.E., F.I.A.S. (Lond.), Fellow P.W.I. (Lond.), R. N. Vinekar, B.E. (Civil), A.M.I.E. (India), (*offg.*). J. V. Mehta, B.Sc. (Eng.) (Rangoon), A.M.I.E. (*offg.*).
Senior Assistant Mechanical Superintendents	F. Viegas, B.Sc. (Bom.), B.Sc. (Eng.) (Edin.), A.M.I.E.E., A.M.I.M.E., A.M.Am.I.E.E. M. Sassoon, 1st Class Engineer's Certificate. (Colonial Steam), M.I.Mar.E., A.M.I.N.A., M.I. Mar. Tech.

Stores Department.

Controller of Stores	P. V. Thadhani, B.Sc. (Bom.), B.Sc. Tech. (Manchester), A.M.C.T. (Manchester).
Deputy Controller of Stores	G. A. Mokal, M.A., LL.B.

Estate Department.

Manager	N. D. Baria, B.E. (Civil), M.I.E., M.I.S.

Railway Department.

Manager	J. N. Adaggra, B.A.

Docks Department.

Manager	V. Vaz, B.A. (Hons.), A.M. Inst. T.
Deputy Managers	M. H. Sayani, B.A. (Hons.) J. B. D'Souza-Lawrence, M.A. (Hons.) M. M. Sethna, B.A. (*offg.*).
Deputy Manager (Junior)	S. K. B. Wasoodew, B.A. (Hons.), LL.B., Advocate High Court. (*offg.*).

Port Department.

Deputy Conservator	R. A. A. Rego (*offg.*).
Harbour Master	P. N. Kapani (*offg.*).
Senior Dock Master	Dev Dutt (*offg.*).

Medical Department.

Chief Medical Officer	Dr. N. V. Nene, M.B.B.S., M.R.C.P. (Lond.).

Legal Department.

Legal Adviser	S. D. Nariman B.A. (Hons.) LL.B., Solicitor.

Labour Department.

Chief Labour Officer	Batuk H. Mehta, B.A., LL.B., Solicitor.

Consulting Engineers and Agents in London:

Messrs. Bertlin and Wilton and Bell.

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Bombay Port Trust

ADMINISTRATION REPORT, 1961-62

Pursuant to the provisions of Section 89 of the Bombay Port Trust Act, this report for the financial year 1961-62 is presented to the Central Government.

Trade of the Port

The weight of cargo handled at the Docks and Bunders during the year amounted to 14,547,704 D.W. tonnes. As compared with the traffic of 1960-61, there is a small decrease of 1,73,363 D.W. tonnes. The relevant figures for the years since 1945-46 were as follows :—

(D.W. tonnes in thousands, i.e., 000 omitted.)

Year	*Imports*	*Exports*	*Total*
1945-46	4,621	1,932	6,553
1946-47	3,836	1,523	5,359
1947-48	4,758	1,713	6,471
1948-49	5,028	1,660	6,688
1949-50	5,006	1,379	6,385
1950-51	5,268	1,729	6,997
1951-52	5,900	1,700	7,600
1952-53	4,771	1,974	6,745
1953-54	4,852	1,982	6,834
1954-55	5,721	1,985	7,706
1955-56	6,815	3,656	10,471
1956-57	8,372	3,800	12,172
1957-58	9,451	3,869	13,320
1958-59	8,553	3,387	11,940
1959-60	9,564	3,793	13,357
1960-61	10,795	3,926	14,721
1961-62	10,413	4,135	14,548

The total tonnage handled by departmental labour during each of the last three years was as follows :—

	Tonnes
1959-60	3,506,216
1960-61	4,348,078
1961-62	4,114,270

The important variations in the tonnage of principal items of imports and exports handled at the Docks and Bunders were as follows :—

Item	*Traffic in Tonnes* 1961-62	1960-61	*Increase*	*Decrease*
Imports—				
Bricks, Cement, Sand, etc.	561,000	661,100	..	100,100
Coal	137,800	900	136,900	..
Cotton	156,600	238,500	..	81,900
Grains :—				
Rice	122,500	299,700	..	177,200
Wheat	979,600	1,677,200	..	697,600
Other kinds	1,300	33,800	..	32,500
Groundnuts	47,900	96,500	..	48,600
Motor Car parts and accessories	47,900	87,400	..	39,500
POL — Crude oil	4,812,200	4,774,900	37,300	..
POL — Kerosenes	299,700	193,100	106,600	..
POL — Lubricants	229,200	137,900	91,300	..
Timber	121,400	153,400	..	32,000
Exports—				
Cotton	82,400	58,000	24,400	..
Grain-Rice	54,600	32,000	22,600	..
Manganese Ore	269,100	376,900	..	107,800
Ores, other than Manganese	437,500	382,600	54,900	..
POL — Diesels and Heavy ends	1,174,900	1,117,900	57,000	..
POL — Kerosenes	296,200	202,800	93,400	..
POL — Light Distillates	514,700	488,200	26,500	..
Sugar	79,400	27,300	52,100	..

Passenger Traffic

The passenger traffic, exclusive of passengers by country craft and harbour ferries, during the past two years, was as follows :—

	Inward		*Outward*	
	1961-62	1960-61	1961-62	1960-61
Overseas—				
Saloon	24,785	26,250	32,075	32,023
Deck	59,444	65,500	54,391	56,107
Total ..	84,229	91,750	86,466	88,130
Coasting—				
Saloon	3,253	3,382	4,412	4,397
Deck	319,622	353,148	361,255	378,324
Total ..	322,875	356,530	365,667	382,721

Fuller particulars are included in Appendix I to this report.

Financial Position

(*a*) *Revenue and Expenditure :*—The General Account for 1961-62 closed with a surplus of Rs. 3,92.37 lakhs, as against a surplus of Rs. 2,68.62 lakhs envisaged in the Revised Estimates. The Pilotage Account showed a surplus of Rs. 13.08 lakhs, as compared to the estimated surplus of Rs. 10.76 lakhs in the Revised Estimates. So far as the General Account was concerned, the improvement over the revised budget was due to an increase of Rs. 12.29 lakhs in receipts and a shortfall of Rs. 1,11.46 lakhs in expenditure.

The slight increase in receipts was mainly due to better recoveries of import wharfage at the Docks and Bunders and to the settlement of certain arrears of ground rent. The shortfall in expenditure was chiefly under Hamallage Labour, due to less tonnage handled than anticipated and partial utilisation of the provision for arrears; under municipal water charges due to higher credits through recoveries and non-receipt of some bills; under repairs and maintenance, new minor works and dredging due to slow progress of works; under Chief Engineer's, Workshops, Stores, Docks and Railway Establishments; and under the Trustees' Contributions to the Provident Fund.

The total actual expenditure on Capital Account was Rs. 2,03.98 lakhs, as against the Revised Estimate of Rs. 2,99.20 lakhs. The withdrawals from the General Reserve Fund, the Renewals and Replacements Fund and the Pilotage Depreciation Fund for Capital expenditure came to Rs. 77.71 lakhs, Rs. 19.19 lakhs and Rs. 0.15 lakh, respectively, as compared to Rs. 2,54.20 lakhs, Rs. 32.84 lakhs and Rs. 6.05 lakhs, respectively, envisaged in the Revised Estimates.

The surplus, although a record one, has to be viewed in its correct perspective. As stated above, the revised estimate of revenue was exceeded only by a negligible margin and such was the position also with the import traffic. The actual export traffic was somewhat less than that anticipated in the revised estimate. As compared with the previous year, the traffic, as a whole, was slightly below our expectations, and if this trend continues due to the stringent import restrictions and the non-fulfilment of export targets, we may have to face a decline in receipts. On the expenditure side, it may be explained that the bulk of the arrears for the weekly day of rest—provision for which was made in the revised estimate—were paid to Hamallage Labour during the current year. Moreover, a number of essential works had to be deferred for unavoidable reasons and since these all have been or will have to be executed during the current or following year, the expenditure thereon constitutes a contingent liability. Furthermore, the large payments of approximately Rs. 1.00 crore made to the staff since 1st April, 1962, by way of

arrears of pay and allowances on account of the implementation of the decisions of the Jeejeebhoy Committee and the recommendations of the Second Pay Commission, should not be lost sight of. The full effect of the increase in the emoluments of the staff, estimated at about Rs. 28 lakhs, will be felt from the current year onwards. Also, soon we will be embarking on the schemes included in our Third Five-Year Plan and when these are under way, there will be a heavy drain on our reserves. It will thus be seen that there is no real cause for jubilation at the unusually large surplus of the year under report.

An analysis of the revenue and expenditure of the year 1961-62 compared with those of the preceding year is given below :—

The aggregate revenue on General Account, including surcharge, amounted to Rs. 13,80.62 lakhs in the year under review, as compared to Rs. 12,46.03 lakhs in 1960-61. The total expenditure on General Account amounted to Rs. 9,88.25 lakhs in 1961-62, as compared to Rs. 9,19.25 lakhs in the previous year.

The total revenue on General and Pilotage Accounts (excluding Special Receipts) for the year was Rs. 14,08.31 lakhs, as against Rs. 12,73.63 lakhs in the year 1960-61. The total expenditure on General and Pilotage Accounts (excluding Special Expenditure) was Rs. 10,02.85 lakhs, as against Rs. 9,33.34 lakhs in the previous year.

The principal variations in revenue receipts and expenditure have been under the following heads :—

	Increase or decrease as compared with 1960-61 (Rs. lakhs)	Reasons for variations
Receipts		
WET DOCKS.		
Wharfage—		
Export	+ 6.71	Full effect of merger of surcharge in rates and increase in exports chiefly of cotton, rice, sugar, ores other than manganese and P.O.L. traffic.
Ground rents	+ 1.70	More lettings on ground rent basis.
Demurrage fees	+ 26.22	Full effect of merger of surcharge in rates and tardier clearances of cargoes.
Water Supply to Shipping ..	+ 1.14	More demand.
Night and holiday work	+ 5.34	Full effect of merger of surcharge in rates and more extensive working during nights and holidays.
Cranage and hire of plant and gear and tugs.	+ 6.52	Greater demand for cranes.
Handling charges	+ 5.54	More recoveries on account of idle labour charges and night work allowance.
Surcharge	— 38.51	Full effect of merger of surcharge in rates.
BUNDERS.		
Wharfage—		
Import	+ 5.80	Full effect of merger of surcharge in rates and increase in traffic of bulk mineral oils.
Export	+ 4.88	
Miscellaneous	+ 2.03	Increase mainly under 'Basin rents,' and "Water supply to tankers."
Surcharge	— 1.75	Full effect of merger of surcharge in rates.

	Increase or decrease as compared with 1960-61	Reasons for variations
	(Rs. lakhs)	
	Receipts	
LANDS AND BUILDINGS.		
Ground and godown rents ..	+ 91.30	Recovery of arrears of ground rent.
Miscellaneous	— 1.10	Previous year's revenue was inclusive of some arrears of Municipal Taxes on account of monthly tenancy structures.
RAILWAY DEPARTMENT.		
Freight—through	— 1.82	Fall in traffic.
Terminal charges	— 5.53	Less recoveries.
INTEREST AND MISCELLANEOUS.		
Interest on investments held in—		
(1) General Reserve Fund ..	+ 7.66	Additional investments and better yield.
(2) Provident Fund, General Account	+ 1.59	
Interest on Cash Balances ..	+ 11.22	
Miscellaneous Sundry receipts ..	+ 5.33	Increase mainly under "Patrolling and use oil pipe lines."
	Expenditure	
General Charges	+ 41.70	Mainly due to expenditure arising out of the implementation of the Trustees' orders on the "Jeejeebhoy Committee's decisions" and increase under "Trustees' Contribution to Provident Fund" and "Special Contributions."
Wet Docks	+ 17.01	Increase mainly under Docks Establishment; under Hamallage Establishment due to more payments (including arrears) to Dock mazdoors under the piece-rate system; under 'Rents, Rates and Taxes' due to payment of the Municipal General Tax on the basis of the quinquennial assessment for the year 1944-49; and under dredging and repairs and maintenance of plant and machinery and cranes.
Bunders	+ 4.97	Increase mainly under "Rents, Rates and Taxes" due to increase in rent of Central Railway plots 'A' and 'F' at Haji Bunder, more payments on account of water charges and fees paid to the Consulting Surveyors to the Maharashtra Government for valuation of these plots and under repairs and maintenance.
Lands and Buildings	+ 9.44	Increase mainly under Rents, Rates and Taxes due to payment of arrears of water charges; and under repairs and maintenance and New Minor Works.
Railway Department	+ 1.23	Increase chiefly under repairs and maintenance of wagons and steam locos.
Dry Docks	+ 4.53	Increase mainly under repairs and maintenance of Hughes Dry Dock Engine House and under renewal of gear of both Dry Docks.
Port Department	+ 1.51	Increase mainly due to increased cost of operation of S.P.V. "Kennery" and more payments on account of water charges.
Debt Charges	— 11.38	Decrease due to repayment of certain Internal Debenture Loans and reduction in provision for repayment of Loans from Government for the construction of the Marine Oil Terminal.

The following statement compares the year's revenue and expenditure with those of past years :—

Year.	Revenue.			Expenditure.			Surplus.		Deficit.	
	General Account.	Pilotage Account.	Special Receipts.	General Account.	Pilotage Account.	Special Expenditure.	General Account.	Pilotage Account.	General Account.	Pilotage Account.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1945-46 ..	4,49,12,888	7,06,142	67,37,201	3,88,40,587	7,27,156	67,37,201	60,72,301	..	..	21,014
1946-47 ..	4,63,15,722	6,26,652	53,61,204	3,89,13,859	9,11,662	53,61,204	74,01,863	..	..	2,85,010
1947-48 ..	5,43,95,492	6,31,748	34,48,230	4,25,92,789	9,81,801	34,48,230	1,18,02,703	..	..	3,50,053
1948-49 ..	5,36,12,501	8,65,670	1,32,35,349	4,72,19,195	11,42,117	1,32,35,349	63,93,306	..	..	2,76,447
1949-50 ..	5,33,74,381	10,41,389	48,12,820	5,28,97,798	8,37,528	48,12,820	4,76,583	2,03,861	..	..
1950-51 ..	5,46,18,302	12,31,723	99,65,488	4,95,57,792	9,38,697	99,65,488	50,60,510	2,93,026	..	..
1951-52 ..	6,91,16,665	13,58,586	1,16,86,691	5,07,25,606	11,19,668	1,16,86,691	1,83,91,059	2,38,918	..	..
1952-53 ..	6,47,32,996	14,07,965	1,11,06,262	5,75,05,476	11,98,909	1,11,06,262	72,27,520	2,09,056	..	..
1953-54 ..	6,46,33,709	17,24,067	89,61,697	6,56,19,451	12,15,945	89,61,697	..	5,08,122	9,85,742	..
1954-55 ..	6,78,40,959	17,25,910	1,10,81,996	6,03,08,860	9,64,333	1,10,81,996	75,32,099	7,61,577	..	..
1955-56 ..	9,61,91,789	19,06,979	1,53,79,516	6,76,00,583	12,75,205	1,53,79,516	2,85,91,206	6,31,774	..	..
1956-57 ..	11,07,61,250	19,59,748	79,55,272	8,74,51,278	12,81,358	79,55,272	2,33,09,972	6,78,390	..	..
1957-58 ..	12,09,82,563	22,68,461	4,16,60,619	8,98,42,178	11,86,131	4,16,60,619	3,11,40,385	10,82,330	..	..
1958-59 ..	10,63,34,971	22,24,007	1,47,62,735	8,79,84,532	13,52,798	1,47,62,735	1,83,50,439	8,71,209	..	..
1959-60 ..	11,50,51,048	24,45,838	1,93,82,012	9,07,94,931	14,17,459	1,93,82,012	2,42,56,117	10,28,379	..	..
1960-61 ..	12,46,03,206	27,59,277	1,19,31,919	9,19,24,857	14,08,838	1,19,31,919	3,26,78,349	13,50,439	..	..
1961-62 ..	**13,80,62,124**	**27,68,855**	**1,45,96,669**	**9,88.24,854**	**14.60,416**	**1,45,96,619**	**3,92,37,270**	**13,08,239**	..	..

(*b*) *Capital Account* :—The total expenditure on Capital account since the institution of the Trust amounts to Rs. 48.39 crores, from which a sum of Rs. 2.77 crores has to be deducted, being the book value of assets, which are extinct and have been written off. The cost of the Kennery and Dolphin Lighthouses and certain other properties originally made over to the Trustees by Government free of charge are not included in this amount. Expenditure of a Capital nature amounting to Rs. 86.34 lakhs is also not included, as it was met from Revenue. As against the net Expenditure of Rs. 45.62 crores, the outstanding debt is Rs. 17.54 crores. The difference of Rs. 28.08 crores is due to repayment of debt, appropriations from Revenue to Capital and certain other adjustments, which are shown below :—

	Rs. (crores)
Repayment of debt	15.02
Appropriations from Revenue to Capital..	11.04
Conversion of Sterling Loans from 1*s.* 4*d.* to 1*s.* 6*d.*	0.43
Sale proceeds of property	0.63
Special Capital Receipts	1.02
Compensation Receipts	2.71
	30.85
Less—Extinction of block	2.77
Total ..	28.08

Of the outstanding debt of Rs. 17.54 crores, the amount due to the public is Rs. 6.54 crores and to Government Rs. 9.74 crores, the balance of Rs. 1.26 crores being internal loans held by the Trustees themselves. For repayment of loans due to the public and adjustment of internal loans held by the Trustees, a General Sinking Fund has been established, the balance of which is Rs. 5.91 crores. In order to equalise the burden of repayment of the loans, aggregating Rs. 9.89 crores, received from Government for the construction of the Marine Oil Terminal, repayable in 18 annual equated instalments after an initial interest-free period of seven years, an amount of Rs. 61 lakhs from 1955-56 to 1960-61, and of Rs. 52.50 lakhs since 1961-62, has been set aside annually, and kept in a Suspense Account, the balance of which on 31st March, 1962, was Rs. 3,88.88 lakhs. Other balances, which are held for general or specific purposes, are as follows :—

	Rs. (lakhs)
General Reserve Fund, including surplus for 1961-62	18,70.02
Renewals and Replacements Fund	7,62.50
Fire and Motor Insurance Fund	19.81
Pilotage Reserve Fund	10.00
Pilotage Depreciation Fund	72.88
Total ..	27,35.21

All these Funds are invested in Government and other approved securities.

Docks Working

The volume of imports dropped from 4.72 million tonnes in 1960-61 to 4.08 million tonnes but the volume of exports increased from 2.02 million tonnes to 2.06 million tonnes. The total traffic aggregated 6.14 million tonnes, as against 6.74 million tonnes in the previous year. From the point of view of revenue earned, wheat formed the largest single item which registered a marked fall in the foreign import trade passing through the Docks. The other important items, which showed a decrease, in the order of revenue earned on them, were machinery, cotton, rice, copper sheets and cement. These decreases were partly offset by increases under imports of certain mineral oils. In the export trade, important items, which showed an increase, in the order of revenue earned on them, were cotton and sugar. The piece-work scheme, introduced with effect from 3rd March 1956, continued in force. The aggregate labour cost (including the cost of ancillary labour) for the year amounted to Rs. 1,07,95,696 as against Rs. 1,10,58,974 during the previous year. The total tonnage handled by departmental labour was tonnes 4,114,270, as compared with tonnes 4,348,078 in the previous year, the average labour costs being Rs. 2.62 nP. and Rs. 2.54 nP. per tonne, respectively. The measures previously taken to relieve congestion in the Docks remained in force during the year.

The policy of giving relief by remitting and writing off Port Trust charges in special circumstances was continued. The total amount of Docks and Bunders charges remitted and forgone during 1961-62 was Rs. 3.74 lakhs approximately.

Bunders Working

The volume of imports handled at the Bunders, including Butcher Island, increased from 6.07 million tonnes in 1960-61 to 6.33 million tonnes and the volume of exports from 1.90 million tonnes in 1960-61 to 2.08 million tonnes. The total traffic aggregated 8.41 million tonnes as against 7.97 million tonnes in the previous year. The increase was chiefly under bulk mineral oils.

Port Development and Modernisation

In response to a plea for assistance in financing the foreign exchange requirements of the schemes included in the Port's Third Five-Year Plan, the World Bank sent out a team of experts in March, 1962, who, made a detailed examination of the technical and economic aspects of the schemes the foreign exchange component of which was Rs. 8.57 crores.

The progress, as detailed below, was made in respect of the following schemes, specifically included in the Port's Third Five-Year Plan:

(*a*) *Dock Expansion Scheme* (1962):—The scheme for combining Victoria Dock with Alexandra Dock was modified as recommended by Mr. Posthuma, Managing Director of the Port of Rotterdam, whose services were secured by the Government of India to report on this scheme among other major port problems. The modified scheme, as approved in principle by the Trustees and Government is called the Dock Expansion Scheme (1962). It provides for the extension northwards of the eastern arm of the Alexandra Dock basin so as to form four deep water berths and for the shifting of the Ferry Wharf to the KLM berths, Prince's Dock, thus releasing three deep water berths.

(*b*) *Dredging Project* :—(i) *Dredging of the main channel and tanker anchorages* : The Government's sanction to the acceptance of the lowest tender was received and an order was placed on a Dutch firm for the whole contract, i.e., Phases I and II—deepening of the middle and northern portions, with a reservation that the Board could terminate the contract after Phase I was completed, if they so wished. The Contractors commenced the work on 16th December 1961 and by the end of March, 1962, had removed about 1.5 million cubic yards (in situ) of material.

(ii) *Survey of the Harbour :*—The work of hydrographic survey of the entire harbour and collection of siltation data was taken in hand and the survey of the portion of the harbour between Trombay Jetty and Butcher Island was completed during the year.

(iii) *Investigations into the use of the spoil as a reclamation fill :*—Consolidation has been found to be slow. Samples of soil and sea water have been sent to a Hydraulic Laboratory in France for test and the report is awaited. An extension of the field experiments is contemplated.

(iv) *Purchase of a new Diesel Propelled Suction Dredger :*—The construction of the new dredger in Holland was progressing satisfactorily.

(*c*) *Labour Housing Scheme :*—(i) *Construction of quarters for non-scheduled staff at Antop Village* (1,560 *units*): On receipt of the Government's sanction to the drawings and detailed estimate, the construction of 560 units under Stage I was taken in hand. 78 per cent of the work of piled foundations was completed and 50 per cent of that of laying sewers. The contract for the work of superstructure, including sanitary and water fittings, etc., in respect of 200 units was also awarded.

(ii) *Construction of Quarters for Railway Gangmen, etc. at Jackeria Bunder*—144 *units :*—The work of laying sewers, watermains, construction of an underground water storage tank, R.C.C. roads, footpaths and pavements was completed. The construction of two upper floors comprising 16 units has been deferred for five years, in order to watch whether or not unequal settlement of the sub-soil takes place, on which the foundations of the building were laid.

(iii) *Construction of Family Quarters for Fire Service Staff at Frere Road*—40 *units :*—99 per cent of the work of superstructure, including sanitary and water fittings, was completed. The works of electrical installation and of the water pumping sets were completed to the extent of 75 per cent and 50 per cent, respectively.

(*d*) *Construction of Quarters for Clerical Staff :*—(i) 210 *units at Wadala :* A total of 190 units were completed and occupied. As regards the remaining 20 units, the work of piled foundations was completed and only 6 per cent of that of superstructure was done.

(ii) 80 *units at Reay Road, Kalachowkey :*—The quarters were completed and occupied.

(iii) 120 *units at Reynolds Road, Wadala :*—The work of piled foundations was completed. The work of laying sewers and the work of superstructure, including sanitary and water fittings, were executed to the extent of 55 per cent and 12 per cent, respectively.

(*e*) *Construction of a Hospital for Port Trust Staff at Antop Village :*—The Architect was instructed to prepare fresh drawings and detailed estimates for a hospital building consisting, for the present, of a ground and two upper floors and a built-in capacity of 250 beds, but with a provision to enable the addition of three more floors in the future so as to raise the capacity to 550 beds. It has been decided not to have a basement in order to save cost and prevent flooding in the monsoon season.

(*f*) *Extension to the Administrative Offices Building :*—The work of piled foundations was in progress.

(*g*) *Replacement of the Rim Bascule Bridge at Alexandra Dock :*—The contractor for the foundations had commenced the work. The contract for the fabrication and erection of the steel superstructure, operating machinery and ancillary works was awarded to a German firm. Later on, a variation order was placed, at the request of the Defence Department for a change in the design, so as to facilitate the passage of naval ships through the lock.

(*h*) *Installation of Electric Cranes at Alexandra Dock—Stage II :*— Some progress was made in the work of laying crane rail tracks for the installation of electric cranes in the Alexandra Dock and 35 cwt. hydraulic cranes in the Prince's and Victoria Docks. The work of constructing the three sub-station buildings was carried out to the extent of 55 per cent.

(*i*) *Reorganisation of the electrical distribution system in the Docks :*— Tenders were invited in the local press for the construction of the primary sub-station PS3/SS14 building in Alexandra Dock.

(*j*) *Marine Oil Terminal :*—The sanction of Government to the revised consolidated detailed estimates, sanctioned by the Board in December, 1959, had not been received by the end of the year.

(i) *Fire Fighting Equipment and Fire Station Building :*—The Fire Station Building at Butcher Island was completed and work was in progress on the combined building for Fire Station, offices and electrical sub-station at Pir Pau. An electrical fire alarm system was installed and commissioned at Butcher Island. Tender documents for the fire alarm system at Pir Pau were received from the Consulting Engineers. After satisfactory tests, the Twin Screw Diesel Fire Float " Sinchan " was taken over from the Builders.

(ii) *Telephones and Telecommunications :*—Government's sanction to the quotation of the Bombay Telephones Division for installing a Commercial Telephone system was awaited. The work of installing the Supervisory Telecommunication equipment at Butcher Island was in progress.

(iii) *Electrical Works :*—No progress could be made for want of receipt of the Import Licences.

(iv) *Miscellaneous works at Butcher Island and Pir Pau :*—The work of additional walkways in connection with the segregation of Oil Pipe Lines was in progress. The construction of a pump house for white oil flushing installation at Pir Pau was nearly completed. The construction of the smoke rooms at Butcher Island was finished and the work of installing the air conditioning equipment was in progress. The piled foundation work of the combined building and stores shed was completed and the superstructure work was in progress. In addition, a number of other minor works were under execution.

(*k*) *Floating Craft :*—After satisfactory trials, delivery was taken of the new Diesel Electric tug " Akshaya " and of the new Single Screw Diesel Electric Pilot-cum-Air-Sea-Rescue Vessel " Venu." Satisfactory progress was being made in the construction of a 125-ton floating crane by a foreign builder. The order placed on a foreign manufacturer for a Twin Screw Diesel Propelled Anchor-Hoy-cum-Salvage and Water boat was cancelled and the specifications were being revised.

Dredging

The entire fleet of eight dredgers was fully deployed. The three Suction Dredgers were used for maintaining the required depths in the Alexandra Dock Approach and Entrance Channels, Prince's and Victoria Docks Channels and Pir Pau Access Channel, while the five Grab Dredgers were mainly employed for dredging the Dock Berths, Turning Basins, Harbour Wall Berths and Bunders. The grab dredgers " Chelura," " Flamingo " and " Mayur " worked in double shift. The quantities dredged during the last two years were as under :—

	Quantity (Unit of 100 c. ft.)	
	1961-62	1960-61
Docks	1,51,849	1,24,783
Docks and Harbour Wall Channels	4,39,735	4,42,710
Bunders and Basins	23,805	23,814
Pir Pau Access Channel	26,800	41,300
Outside parties	880	1,104
Total ..	6,43,069	6,33,711

The total expenditure on the operation, maintenance and repairs of the dredging plant was Rs. 39,88,151 during the year under report as against Rs. 36,35,807 in 1960-61. For fuller particulars, reference is invited to Appendix ' O.'

Labour

(*a*) *Strikes and Lock-outs* :—During the second half of the year, there was considerable labour unrest which took the form of holding of meetings, taking out of " morchas " and processions and a few lightning strikes. The main demands of the Labour Unions related to rectification of 'anomalies' of the Jeejeebhoy Committee, the payment of an allowance for night work and the establishment of a Wage Board. Several minor demands were pressed by resort to stoppages of work. There were also certain important occurrences. The crew of the F.C. " Sarus " who had since May, 1960 refused to do work during the recess hours, started working during those hours from April 1961. The deckhands of the Workshops stopped doing splicing work for about a week in August 1961, as a protest against alleged delay in the disposal of their petition dated 5th July 1961, and again for about 10 days in December 1961, as a protest against the rejection of their demand for a higher grade. Drivers, Grade II, and Mazdoors of the Mobile Crane Section refused, in January 1962, to work overtime in all the three shifts as a protest against the non-redressal of their grievances. They resumed overtime work since March 1962. The shore crews of the Port Department working at the Alexandra Dock and the Prince's and Victoria Docks, refused, in June 1961, to do maintenance work and handle the caissons. They resumed such work in July 1961. The shore crews of the Port Department working at Alexandra Dock abstained for about three weeks from the work of wire-splicing and making coir fenders.

(*b*) *Adjudication, Arbitration and Awards* : One arbitration award and four awards of Industrial Tribunals were published and one appeal was disposed of by the Supreme Court during the year. On a number of points, the decisions were against the employees. The Tribunal held that the strike of the shore crews at the Marine Oil Terminal at Butcher Island in June, 1960, was not justified and that the workmen were not entitled to the payment of wages for the strike period. In the dispute concerning mostly the flotilla crews of the Engineering and the Port Departments, out of the 31 demands, submitted by the Union, the Tribunal rejected 16 demands and passed orders in terms of the settlement arrived at between the parties partially on 2 demands wholly on 12 demands and accepted partially the demand for creation of posts of tindals for Jolly boats. In the matter of payment for weekly day of rest, the Supreme Court decided that the workmen of ' A ' and 'B' Categories were entitled to arrears of wages for Sundays, on which no work was done, during the period from October 1953 to 2nd March 1956, and also from 3rd March 1956, on the basis that the guaranteed minimum wage was the daily wage. The workers' claim for payment for work done on Sundays during the period from 15th March 1951 to October 1953 was rejected by the Court. In the interest of harmonious employer-employee relationship in the Port and in the hope that a spontaneous gesture on the part of the Trustees would meet with an appropriate response from their employees, the Board decided, in December 1961, to withdraw the petition for review in respect of the period after 2nd March 1956 that had been filed earlier in the Supreme Court. The total arrears payable to labour upto 5th August 1960 amounted to about Rs. 25 lakhs, of which about Rs. 8 lakhs were disbursed by 31st March 1962. As the discontinuance of the payment of weekly off wages after 5th August 1960 would have been looked upon by the workers concerned as an abridgement of a long-enjoyed benefit, the Board approved, in July 1962, of my proposal that irrespective of the precise import of the amended Rule 23 of the Minimum Wages Rules, Dock shore workers should continue to be paid such wages for the period from 6th August 1960 onwards on the basis laid down in the Supreme Court's judgment. Payments ("on account" in the case of 'A' category workers and final in the case of ' B ' category workers) towards the relative arrears estimated at Rs. 8 lakhs would be made shortly.

(c) *Classification and Categorisation of Employees :* The Committee appointed by Government for the Classification and Categorisation of Class III and Class IV employees of the Major Ports published its report in June 1961 and the Board decided to implement the recommendations of the Committee. The payments made by 31st March 1962 by way of arrears upto 30th June 1959, in this connection, and the "on account" payments against the arrears of pay and allowances due to employees on the implementation of the Second Pay Commission's recommendations aggregated about Rs. 35.56 lakhs.

(d) *Labour Welfare Activities:* Nine Welfare Centres were conducted by the Labour Department at Port Trust residential settlements for workmen. Indoor and outdoor games and matches were organised at these Centres. Open-air cinema shows, dramas, variety programmes, socials, excursions, celebrations, talks and demonstrations were arranged, and co-operation was extended to local groups for recreational activities. A Sports Meet was held for all the Centres, when over thirteen hundred entries were received for the different events. Play materials were provided to the workmen residing at Pir Pau, Alexandra and Prince's and Victoria Docks and Karwar Street dormitories, Port Signal Station, Prongs and Kennery Lighthouses, and to the Fire Service Personnel stationed at Prince's Dock and at Butcher Island. Health and cleanliness propaganda work was periodically undertaken at the three large labour settlements. Three Scout troops and two Girl Guide Companies were run for the benefit of the children of Port Trust workers.

Reading Rooms were provided at eight places where popular dailies, weeklies and magazines in different regional languages were made available to the literate residents. A circulating library consisting of 1,458 books catered to the needs of the residents of nine residential colonies. A special library for children was conducted at the Wadi Bunder Dock Mazdoors' Chawls. With the joint efforts of the Welfare Centres, a hand-written magazine was brought out twice during the year. Two summer vacation groups for school children were conducted. Study room facilities were provided to High School and College students at two places. Three needlework classes for women and girls and four hand-work classes for children were conducted at different Port Trust quarters. Full-time nursery schools were conducted at Antop Village and Wadala, and nursery group activities for pre-school-age children were conducted, twice weekly, at Wadi Bunder Chawls and Panton Bunder Quarters. Scholarships to children of staff were awarded.

Clinics for women and children were conducted at Antop Village and Wadala, special emphasis being laid on ante-natal and post-natal care, child welfare and education of the mother.

The following Canteens were run by the Labour Department :—

Canteen.	Seating accommodation for number of persons.	Average number of persons visiting daily.	Average daily sales.
1	2	3	4
(1) Mobile Canteen Service (with 2 motor vans, 1 stationary van, hand-trolleys and vendors)*†	....	....	295
(2) Main Canteen at Yellow Gate, Alexandra Dock*† ..	200	2,659	363
(3) Sub-Canteen (Chowkey) at 'B' Warehouse, Alexandra Dock‡			
(4) Canteen at Shed No. 18, Alexandra Dock*† ..	20	1,095	121
(5) Canteen at Hughes Dry Dock, Alexandra Dock‡ ..	60	475	70
(6) Victoria Dock Canteen†§	256	1,901	302
(7) Prince's Dock Canteen§	256	1,658	244
(8) Workshops Canteen‡	96	615	85
(9) Stores Department Canteen (taken over from October, 1961)‡	60	475	43

Note:—
* Working round the clock.
† Working on Sundays.
‡ Working for day shift only (i.e. from 8 a.m. to 5 pm.)
§ Working in two shifts (i.e. from 7 a.m. to midnight.)

About 50 articles of food and drinks, including snacks, non-vegetarian preparations, tea (both ordinary and special), aerated waters, etc., and a rice thali priced at 25 nP. were served in these Canteens. A few popular brands of cigarettes and matches were also stocked for sale.

The expenditure out of the Employees' Welfare Fund, to which a contribution of Rs. 80,000 was made from Revenue, aggregated Rs. 1,42,302 during the report year, as against Rs. 1,34,946 in the previous year.

Staff Position

(*a*) *Staff expenditure:* The total expenditure on staff during 1961-62 amounted to Rs. 6,04.17 lakhs, as against Rs. 5,51.73 lakhs during the previous year; thus, there was an increase of Rs. 52.44 lakhs. The increase was mainly due to higher expenditure on staff and overtime and payment of arrears of pay and allowances arising out of the implementation of the Trustees' orders on the Jeejeebhoy Committee's decisions and the Second Pay Commission's recommendations. For further details, reference is invited to Appendix ' H.'

(*b*) *Changes in basic pay scales and conditions of service of employees:* The following are some of the important matters affecting the service conditions of Port Trust employees, which were decided during the year:

(1) Government enhanced the maximum limit for the grant of advances to their employees for the purchase of motor cars, in view of the rise in the prices of the available models, and increased the maximum number of instalments for the repayment of such advances exceeding a certain monetary limit. To fall in line with the Government's practice, our corresponding rules were liberalised by the Trustees by their Resolution No. 266 of 27-3-1962. The Government's sanction to the amended Rules was awaited.

(2) Under the Maharashtra Government's scheme, all students belonging to Scheduled Castes/Scheduled Tribes and all other students, whose parents' or guardians' income does not exceed Rs. 1,200 per annum, are entitled to free studentship in Secondary Schools, Colleges and all other recognised Institutions. In accordance with the Rules for the grant of Port Trust scholarships, children getting any assistance under the above mentioned scheme or from any other source would have been totally deprived of the Port Trust scholarships, even if they were otherwise eligible for the same. Considering that the P.T. scholarships are intended to cover not only the cost of tuition fees, but also expenditure on books, etc. the rules were liberalised by the Trustees, by their Resolution No. 885 of 21-11-1961, with effect from the academic year 1961-62, so as to provide for the grant of "split-up" scholarships in the case of such children and to provide for the grant of scholarships to other children, next on the eligibility list, out of the balance amount remaining after the grant of such "split-up" scholarships.

(3) In order to follow the Government's practice, our Leave Travel Concession scheme was further liberalised under T.R. No. 808 of 24-10-1961.

(4) Pursuant to the scheme sanctioned by the Trustees by their Resolution No. 740 of 1960 for the release of selected Port Trust workers, not exceeding six per year, for training as "Worker Teachers," under the Workers' Education Scheme sponsored by the Ministry of Labour and Employment, Government of India, the opening of two "Primary Centres," at an initial expenditure of Rs. 1,500, was sanctioned under T.R. No. 325 of 9-5-1961. Two Port Trust " Trained Worker Teachers " were also permitted to conduct programmes for the rank and file of Port Trust workers under the Scheme.

(5) Rules for the allowance of subsistence grant to employees under suspension were modified by T.R. No. 445 of 20-6-1961, so as to bring them

on a par with the Government rules in regard to the " no other employment," certificate to be produced by employees under suspension in respect of the period of suspension.

(6) By T.R. No. 603 of 1961, the pay-scales of certain Junior Marine Engineers of the Port and Engineering Departments were raised. By the same T.R., such of the Marine Engineers as were in receipt of a First Class Steam/Diesel Certificate with Diesel/Steam endorsement or First Class combined steam and diesel certificate were granted a personal pay of Rs. 100 p.m.

(7) By T.R. No. 766 of 10-10-1961, the Trustees decided to adopt the scales of pay fixed by the Classification and Categorisation Committee (Jeejeebhoy Committee) and the pays of all the employees, who opted for the C.C.C. scales, were re-fixed accordingly, with retrospective effect from 1-10-1957, or from later dates, as the case might be. Employees numbering over 14,000 were also paid arrears for the period from 1-10-1957 to 30-6-1959, arising from the re-fixation of their pays and allowances on the basis of the option exercised by them.

(8) Pending the revision of pay-scales of Port Trust employees in the light of the Second Pay Commission's recommendations, the employees whose basic pay was Rs. 300 p.m. or less were sanctioned, by T.R. No. 497 of 4-7-1961, an " on account " payment at the rate of Rs. 75 per head against the dues that would accrue to them consequent on such revision. The amount thus disbursed amounted to over Rs. 17.5 lakhs.

(*c*) *Compensation :* During the year under review, the claims paid under the Workmen's Compensation Act aggregated Rs. 40,598, as against Rs. 25,639 during the previous year.

(*d*) *Medical Facilities :* The figures of attendance at the Head Office and at the various Dispensaries during the year were as follows :

	Head Office	Prince's Dock Dispensary.	Antop Village Dispensary.	Wadala Dispensary.	Grain Depot Dispensary.	Pir Pau Dispensary.
No. of attendances	2,327	1,51,647	98,538	59,035	19,388	3,316
Daily average attendance	8.8	495	314.14	193.3	64	10
Family patients	..	21,588	14,814	30,218	84	514
Accident cases	..	1,828	876	2,434	482	263
Medical certificates	112	14,937	4,470	2,751	1,750	10

The average monthly attendance at the V. D. Prophylactic Centre at the Alexandra Dock was 40, as against 37 during the previous year.

The total expenditure on medical aid amounted to Rs. 5,08,549 during 1961-62, as against Rs. 4,25,469 in the previous year. During the year, 679 employees took advantage of the scheme of dental treatment, as against 633 in the previous year. Malaria prevention work was carried on as usual.

Arrangements were continued with the Talegaon General Hospital authorities to reserve 25 beds in their Sanatorium for employees suffering from Pulmonary T.B. In all, 45 patients completed the full course of treatment during the year under report. The total cost of Rs. 49,609 was met from the Employees' Welfare Fund. Five visits were paid by the Assistant Chief Medical Officer to the Sanatorium to enquire into and gain first-hand knowledge of the treatment, diet, etc., given to the patients sent by the Port Trust.

Changes in the Management during the Year

Changes among the members of the Board during 1961-62.

Name	*Particulars*
(1) The General Manager, Western Railway (*Ex-officio*) Shri S. G. Pothan	From 4th July, to 16th August 1961, *vice* Shri Ramasubban on leave.
(2) Shri V. J. Sheth	Elected by the Indian National Steamship Association from 15th October 1961, *vice* Shri V. S. Vallabhdas, deceased.
(3) The General Manager, Central Railway, (*Ex-officio*) Shri Ratanlal	From 19th December 1961, *vice* Shri D. R. Khanna.
(4) Shri Devji Rattansey	Elected by the Indian Merchants' Chamber from 7th February 1962, *vice* Shri Pratapsinh Mathuradas, resigned.
(5) Shri S. R. Kulkarni	Appointed by Government from 13th February 1962, *vice* Shri M. G. Kotwal, resigned.
(6) The Commissioner of Police (*By virtue of office*) Shri S. Majeedullah, I.P.	From 9th March 1962, *vice* Shri V. G. Kanetkar, transferred.
(7) The Municipal Commissioner (*Ex-officio*) Dr. A. U. Shaikh	From 13th March 1962, *vice* Shri M. G. Pimputkar, transferred.

Engineering Deparment

The following are some of the important Capital and Revenue Works for which individual provisions exceeding Rs. 1,00,000 and Rs. 50,000 respectively, were made in the Revised Estimates, 1961-62, and on which expenditure was incurred during the year.

Serial No.	Description.	Provision in the B.E. 1961-62.	Provision in the R.B.E. 1961-62.	Expenditure in 1961-62.	Provision unspent.	Remarks.
1	2	3	4	5	6	7
	CAPITAL WORKS (Amounts are inclusive of Supervision and Overhead Charges)	Rs.	Rs.	Rs.	Rs.	
1	Providing additional testing plant and equipment in the Chain Test House, Prince's Dock.	3,34,200	3,93,300	....	3,93,300	Order placed in March 1961. The delivery was 12 months thereafter. Provision was made accordingly. But due to rise in price, the import licence had to be revalidated, which was done in January 1962. The delivery of the machine was thus delayed.
2	Re-organisation of electrical distribution system in the Docks :					
	(*a*) Phase I—Installing Primary Sub-station PS.2/SS.6 and ancillary works.	2,79,300	2,79,300	40,600	2,38,700	Completed. Contractors' bills were to be paid.
	(*b*) Phase II—Installing Primary Sub-Station PS.3/SS.14 and ancillary works.	5,35,000	5,35,000	200	5,34,800	Contract was awarded. Delivery period of equipment accepted was long and hence the provision could not be utilised.
3	Butcher Island Scheme (M.O.T.) Project.	44,50,400	35,35,000	11,80,700	23,54,300	Work in progress. Some works, especially the electrical ones could not be executed due to delay in receipt of Government sanction and release of foreign exchange.
4	Dredging the Main Harbour Channel :					
	(*a*) Preliminary work—Construction of a model of Bombay Harbour by the Central Water and Power Research Station at Poona, experiments, surveys, etc.	4,00,000	1,46,900	28,200	1,18,700	Contract awarded to a firm in Holland. The dredging work commenced from 16-12-1961 and the work was in progress.
	(*b*) Main Scheme—Phases I and II..	74,90,000	21,40,000	21,81,800	....	
5	Purchase of a Diesel Electric Tug 'Akshaya' to replace S.T. 'Doris'.	3,82,100	14,54,800	10,33,100	4,21,700	The Tug was taken over on 27-11-1961. Variation claims to be settled.
6	Purchase of 3 Tugs, 'Raja,' 'Rudra' and 'Raman' to replace S.Ts., 'Speedy,' 'Handy' and 'Ready.'	....	2,60,000	1,44,600	1,15,400	Work completed. Accounts to be finalised. Variation claims to be settled.
7	Purchase of a new self-propelling Grab Dredger 'Vikas' in replacement of H.G.D. 'Chelura.'	....	5,58,200	3,90,400	1,67,800	Work completed. Accounts to be finalised. Provision was made to meet the difference due to the rise in rate of exchange.
8	Purchase of a new diesel Pilot-cum-Air/Sea Rescue Vessel 'Venu' in replacement of S.P.V. 'Kennery.'	9,37,000	12,10,000	29,700	11,80,300	Payment of the 5th interim bill of the builders and of Customs Duty, together amounting to about Rs. 12 lakhs, could not be made before 31-3-1962, as originally expected, since the C.I.F. value of the vessel was found to be in excess of the import licence value, which had, therefore, to be got enhanced.
9	Purchase of a new twin-screw diesel-propelled drag suction dredger 'Vikram' with a hopper capacity of about 2,000 T.	26,37,500	43,00,000	28,33,000	14,67,000	The partial utilisation of the budget grant was due to the receipt of the contractors' 3rd interim bill late in March 1962.
	Carried forward ..	1,74,45,500	1,48,12,500	78,62,300	69,92,000	

Serial No.	Description.	Provision in the B.E. 1961-62.	Provision in the R.B.E. 1961-62.	Expenditure in 1961-62.	Provision unspent.	Remarks.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	
	Brought forward ..	1,74,45,500	1,48,12,500	78,62,300	69,92,000	
10	Construction of family quarters for Fire Service Staff at Frere Road.	3,09,300	3,91,500	3,37,800	53,700	The final bill of the contractors amounting to Rs. 3,12,500 was less by about Rs. 55,000 than the tendered amount.
11	Port Trust contribution towards Town Planning Scheme, Bombay City No. 1 (Mandvi-Elphinstone Estate).	....	5,68,500	5,68,500	....	Contribution paid.
12	Construction of Quarters for Clerical Staff at Kalachowkey (2 blocks of 30 units each and one block of 20 units, i.e., 80 units).	7,94,900	6,18,800	5,04,900	1,13,900	Work completed. Saving due to the final bill of the contractors being less by about Rs. 1,00,000 than the tendered amount.
13	Building a Hospital for Port Trust Staff.	10,70,000	1,07,000	....	1,07,000	The revised drawings and estimates were under preparation.
14	Constructing quarters for Clerical Staff at Wadala (10 blocks of 20 units each and 1 block of 10 units, i.e., 210 units).	3,21,000	2,67,500	1,40,200	1,27,300	Work in progress. Recommendations forwarded on 30-8-1961. T.R. received by the end of November 1961, as such, the full work could not be carried out.
15	Constructing quarters for Railway Gangmen, Scavengers and Sweepers at Jackeria Bunder (3 blocks of 40 units each and 1 block of 24 units, i.e., 144 units).	3,02,600	1,71,200	4,27,200	....	Work completed except street lighting. Quarters alloted on 26-12-1961.
16	Constructing quarters for non-scheduled staff at Antop Village (1,560 units).	5,35,000	8,56,000	5,01,900	3,54,100	Work in progress. A part of the site was not vacated in time. Also, Government sanction was received in February 1962. The work, therefore, could not be proceeded with as scheduled.
17	Constructing quarters for Clerical Staff at Reynolds Road, Wadala (120 units).	5,35,000	8,56,000	5,65,700	2,90,300	Work in progress.
18	Filling low-lying area	1,07,000	2,19,300	1,21,000	98,300	
19	Purchase and erection of 54 Nos. Electric Cranes in Alexandra Dock :					
	(a) (i) 39 Nos. 3-ton with maximum radius of 63 feet					Materials and fabricated steel were not received from the contractors in enough quantities, and, hence, the shortfall in the expenditure.
	(ii) 11 Nos. 6-ton with maximum radius of 63 feet.	80,25,000	64,20,000	47,83,800	16,36,200	
	(iii) 4 Nos. 3-ton with maximum radius of 75 feet					
	(b) Electric supply					These works could not be expedited due to the slow progress of the above work, and, hence, the large unspent balance.
	(c) Ancillary Civil and Electrical Works	36,21,300	16,26,400	1,13,000	15,13,400	
20	Purchase of 10 Nos. Diesel Hydraulic Locomotives through the India Supply Mission under the ' Colombo Plan.'	35,65,000	2,76,500	33,40,500	....	Work completed. The amount was remitted to the Government in March 1962.
21	Constructing a shed for Diesel Locos, with necessary Rail connections at Wadala.	5,03,500	5,60,900	4,13,600	1,47,300	Work nearly completed.
22	Purchase and installation of one 150 Metric Ton Rail Weigh-Bridge with platforms of 100 Ton strength at Railway Yard, Wadala.	2,06,100	2,22,700	1,67,000	55,700	Do.
	Total Capital Works ..	3,73,41,200	2,79,74,800	1,98,47,400	1,14,89,200	

Serial No.	Description.	Provision in the B.E. 1961-62.	Provision in the R.B.E. 1961-62.	Expenditure in 1961-62.	Provision unspent.	Remarks.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	
	REVENUE WORKS.					
1	Providing 4 Nos. wooden fenders at Harbour Wall Berth, Alexandra Dock.	....	88,000	2,900	85,100	Work in progress.
2	Providing two lighted buoys at Butcher Island.	52,200	60,000	....	60,000	Order placed. Materials awaited: Delivery period extended by the suppliers.
3	Construction of 24 shops and one four-seated lavatory block at the Antop Village Extension.	55,200	64,500	56,200	8,300	Construction work of 24 temporary shops completed on 20-3-1962. The work of constructing a 4-seated lavatory block in progress.
4	Replacing the existing 45 Nos. Gun Bollards by C.I. Hook Bollards at Berths A, B, C, D, F, G, K and M at Prince's Dock.	....	1,36,000	7,700	1,28,300	Materials indented. Supply of bollards from the Controller of Stores awaited.
5	Purchase of two Nos. Entrance Gate machines complete for Prince's Dock.	50,000	1,50,000	1,600	1,48,400	Materials not received. Delivery delayed.
6	Purchase of two Nos. sluice machines complete for 66′ Entrance Gates including cylinders, top and bottom—covers, piston rod, cross head and foundation plates and 1 No. spare cross and 1 No. spare copper covered piston rod complete with piston, Prince's Dock.	....	64,000	58,600	5,400	Sluice machine received in October 1961.
7	Special repairs to 80′ caisson, Victoria Dock.	....	1,52,000	3,700	1,48,300	Work completed. Accounts to be finalised. Charges from C.O.S. awaited.
8	Special repairs to Entrance Gate, Victoria Dock.	....	1,71,800	31,400	1,40,400	Do.
9	Purchase of one opening and one closing cylinders—complete for Dock Gate machine for Victoria Dock.	....	1,16,400	1,05,100	11,300	Work completed.
10	Purchase of 2 Nos. sluice machines complete for 80′ Entrance Gate including cylinders, top and bottom—covers, 1 piston, piston rod, cross head and foundation plates and 1 No. spare cross head and 1 No. spare copper covered piston rod complete with piston, Victoria Dock ..	....	70,200	73,900	....	Do.
11	Purchase of 12 Nos. right and 12 Nos. left C.I. slewing cylinders complete with rams for 35-cwt. Hydraulic Cranes, Victoria Dock.	....	61,500	57,100	4,400	Material received.
12	Renewing the remaining portion of timber flooring of No. 8 Shed, Alexandra Dock.	55,000	1,17,400	95,800	21,600	Work in progress.
13	Renewing 4″ pressure water pipes on the east and west side of the Entrance Lock, Alexandra Dock.	25,600	65,000	7,700	57,300	Work nearly completed. Controller of Stores's charges awaited.
14	Repairing a portion of the storage areas between Sheds Nos. 1 and 2, Alexandra Dock.	51,200	84,000	87,600	....	Work completed.
15	Renewing the timber work of Outer Lock Gates, Alexandra Dock.	7,300	2,40,000	2,16,000	24,000	Work completed. Some charges from the Controller of Stores awaited.
16	Renewing the roller path segments of Storm Gates, Alexandra Dock.	....	3,44,100	1,00,300	2,43,800	Materials received. Work in progress.
	Carried forward ..	2,96,500	19,84,900	9,05,600	10,86,600	

Serial No.	Description.	Provision in the B.E. 1961-62.	Provision in the R.B.E. 1961-62.	Expenditure in 1961-62.	Provision unspent.	Remarks.
1	2	3	4	5	6	7
	Brought forward ..	Rs. 2,96,500	Rs. 19,84,900	Rs. 9,05,600	Rs. 10,86,600	
17	Purchase of 10 Nos. 'Chrysler' Industrial Engines, 10 Nos. hoise cylinders with supports and 5 Nos. radiators for 'Yale' petrol-driven fork Lift trucks, Prince's, Victoria and Alexandra Docks.	....	1,40,700	1,11,000	29,700	Materials received.
18	Replacing 3 Nos. Lorries of the Sanitary Section of the Docks Department by 3 Nos. 5-ton diesel trucks.	....	1,18,000	....	1,18,000	Trucks received. Accounts to be finalised.
19	Purchase of 30 Nos. keel blocks for Merewether Dry Dock.	....	50,000	49,200	800	Materials received.
20	Purchase of 30 Nos. keel blocks for Merewether Dry Dock.	....	56,400	600	55,800	Materials received. Charges from the Controller of Stores awaited.
21	Renewing the 12" M.S. pipe lines from Pump House to Pir Pau Jetty.	40,700	2,36,900	....	2,36,900	Work completed. Charges for the pipes supplied by the C.O.S. awaited.
22	Purchase of rubber fender tubes in replacement of lost ones and for stock for the Pier Heads at Butcher Island.	....	3,40,000	....	3,40,000	Import licence received in March 1962. Materials were awaited.
23	Purchase of Nylon Rope Mooring springs for Butcher Island in replacement of the existing W.I. Stud links.	....	59,000	....	59,000	Import licence was awaited.
24	Renewing the G.I. corrugated roof sheets of 'A' Shed, Grain Depot.	....	54,800	49,200	5,600	Work completed; accounts to be finalised.
25	Modernising the C.I. sheet Harbury pattern latrines on Port Trust Estates from Nawab Tank Overbridge to Wadala.	71,700	85,000	62,200	22,800	Work in progress.
26	Renewing the G.I. roof sheets of 'E' Shed, Grain Depot, with A.C.C. sheets.	....	67,200	73,100	....	Work completed;
27	Renewing the G.I. roof sheets of 'C' Shed at Grain Depot with A.C. corrugated sheets.	51,000	51,200	47,500	3,700	Work completed, accounts to be finalised.
28	Resurfacing the portion of the (i) Gamadia Road from White Gate, Alexandra Dock to Yellow Gate, Alexandra Dock, (ii) Manson Road from White Gate, Victoria Dock, upto its junction with Gamadia Road, and (iii) from Gamadia Road Level Crossing upto Frere Road Junction.	1,24,200	1,20,000	1,17,100	2,900	Works completed, accounts to be finalised.
29	Renewing the G.I. roof of 'K' Shed, Grain Depot, with A.C. corrugated sheets.	1,28,000	50,000	6,800	43,200	Board's sanction to the acceptance of the lowest tender was awaited.
30	Renewal of rails and sleepers	14,00,000	8,00,000	8,21,800	....	Usual repairs and maintenance work carried out.
31	Purchase of 50 wagons underframes in replacement of old ones and stripping and reassembly of the same for Railway Department.	3,86,800	3,00,000	2,22,200	77,800	Work in progress. 40 wagons completed.
32	Purchase of 3 boilers for 'A' class and 1 boiler for 'H' class Locos, for Railway Department.	3,61,400	4,40,000	2,67,700	1,72,300	Work completed. Last boiler received in February 1962. Bill for Rs. 1,40,000 paid in February 1962, not adjusted in accounts of 1961-62.
33	Special repairs to S.D. 'Widgeon' ..	1,00,000	90,000	17,600	72,400	Work completed; accounts to be finalised.
34	Special repairs to Hull of S.D. 'Moorhen.'	1,00,000	1,00,000	....	1,00,000	Material was awaited from the Controller of Stores.
	Total Revenue Works ..	30,60,300	51,44,100	27,51,600	24,27,500	

Docks Department

(*a*) (i) The cargo handled at the Docks during 1961-62 amounted to 6,136,342 tonnes. For comparative purposes, figures for the past four years are given below :—

	Imports Tonnes	*Exports* Tonnes	*Total* Tonnes
1958-59	3,764,141	1,661,844	5,425,985
1959-60	4,018,821	1,828,655	5,847,476
1960-61	4,723,720	2,022,130	6,745,850
1961-62	4,078,880	2,057,462	6,136,342

The monthly tonnages of cargo handled at the Docks (excluding Bulk Oil and Bunkers) over the past two years are illustrated in the graph on the opposite page.

(ii) The cargo handled at the Bunders during 1961-62 amounted to 8,411,362 tonnes. The corresponding figures for the past four years are :—

	Imports Tonnes	*Exports* Tonnes	*Total* Tonnes
1958-59	4,789,300	1,724,929	6,514,229
1959-60	5,545,053	1,964,674	7,509,727
1960-61	6,071,373	1,903,844	7,975,217
1961-62	6,334,149	2,077,213	8,411,362

The number of sailing vessels which used the Port in 1961-62, as compared with the previous year, was as follows :—

	1961-62	1960-61
Under 10 tons	23,179	27,314
Over 10 tons (which paid Port Dues)	7,011	8,186

(*b*) *Turn-round of Shipping :* The highest number of vessels using the Docks during the year 1961-62 was 109 during the fortnight ended 31st March 1962. The average turn-round during that fortnight was 3.7 days, as against the slowest turn-round of 5.5 days during the fortnight ended 30th June, 1961, during the monsoon, when 77 vessels used the Docks.

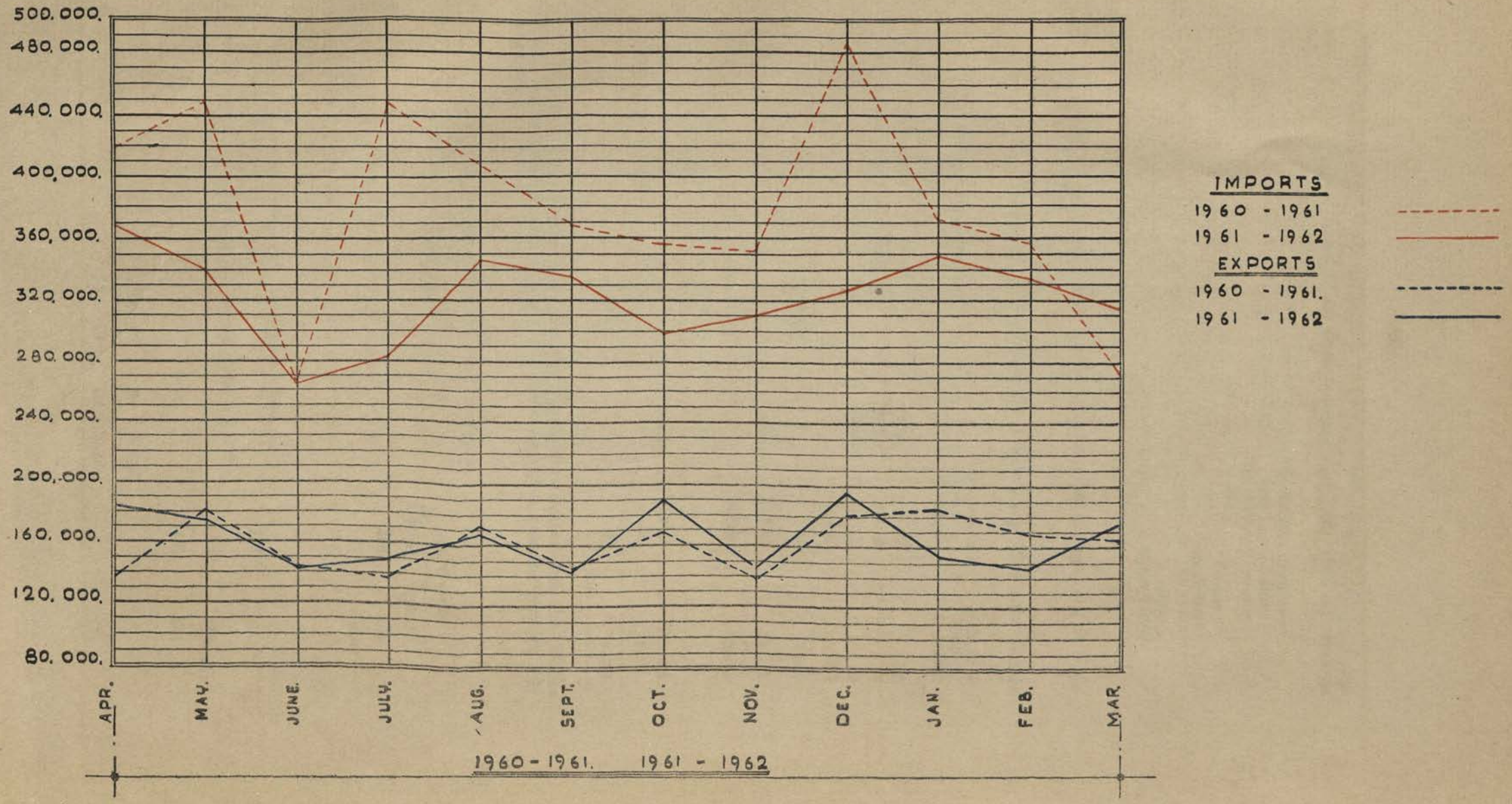
The fastest and slowest rates of unloading and loading of vessels, which worked 1,000 tonnes and over during the report year, were as follows :

	Fastest average rate per day of turn-round Tonnes	*Slowest average rate per day of turn-round* Tonnes
Unloading (Import)	2,928	242
Loading (Export)	2,719	159

The statement below indicates the quantities of cargoes actually handled during the years 1953-54 to 1961-62 against which are shown the tonnage that should have been handled at 100 per cent of datums of output provided in the Scheme for payment framed by the Labour Appellate Tribunal of India at Bombay on 1-2-1956. The difference between these two tonnages are also shown on the percentage basis. It may be pointed out that the handling of iron and steel cargoes came under the Scheme only with effect from February 1958 and export scrap in bags and bundles from September 1960.

Year	*Tonnage Required*	*Tonnage Handled*	*Difference*	*Percentage of difference*
PRE-PIECE-RATE SCHEME				
1953-54	3,449,961	2,411,197	—1,038,764	30
1954-55	4,813,966	3,053,382	—1,760,584	36
1955-56	4,953,354	3,125,461	—1,827,893	36
POST-PIECE-RATE SCHEME				
1956-57	2,545,521	3,562,106	+1,016,585	40
1957-58	1,602,551	3,118,914	+1,516,363	94
1958-59	1,422,343	3,234,698	+1,812,355	127
1959-60	1,353,977	3,277,363	+1,923,386	142
1960-61	1,807,042	4,091,867	+2,284,825	126
1961-62	1,592,566	3,716,833	+2,124,267	133

MONTHLY TONNAGES [IN METRIC D.W. TONNES] OF IMPORTS AND EXPORTS EXCLUDING BULK OIL AND BUNKERS HANDLED AT THE DOCKS DURING 1960-1961 AND 1961-1962.



(*c*) *Utilisation of Berths and Warehouses :* The berths occupied and vacant for the highest number of days, during the year 1961-62 were as follows :

Dock	*Berth No.*	*Number of days occupied*	*Number of days vacant*
Alexandra	3	349	..
	13	..	137 (open berth)
Victoria	5	297	..
	1	..	108 (open berth)
Prince's	'B'	310	..
	'G*'	..	177

*Used for barges for American Cotton. The berth is only 260' in length and no ocean-going vessels can be berthed.

Comparative Statement of Traffic at the Docks Duty Paid and Bonded Warehouses :

Description of goods		*Balance on hand on 31-3-1961*	*Balance on hand on 31-3-1962*
Textiles			
Cotton Piecegoods	Cases	43	35
Silk and Woollen Piecegoods	Bales	8	5
,, ,, ,, ...	Cases	1	22
Artificial Silk Yarn	,,	716	1,628
Total ..		768	1,690
Miscellaneous Goods	Pkgs.	20,227	27,431
Grand Total ..		20,995	29,121
Metals			
Aluminium Circles	Tonnes	207	95
Miscellaneous Goods	,,	4,596	6,368
Total ..		4,803	6,463

(*d*) *Pilferage:* During the year, 443 thefts were detected in the Docks and 530 persons arrested as against 458 thefts and 501 persons respectively in 1960-61.

Comparative statement of detection of thefts :—

Detected by	*No. of thefts* 1960-61	1961-62
(*a*) Police	289	290
(*b*) B.P.T. Staff	27	40
(*c*) Customs	..	1
(*d*) Others	..	2
(*e*) Thefts recorded with Police (no arrests made nor goods recovered)	138	..
(*f*) Thefts recorded with Police (no arrests made but some goods recovered)	4	110
Total ..	458	443

Value of goods stolen during { 1961-62 .. Rs. 4,30,292. / 1960-61 .. Rs. 4,73,104.

The classification of thefts according to the nature of the stolen goods was as follows :

Description of goods.	*No. of thefts*	
	1960-61	1961-62
Motor car accessories	71	66
Metals	23	2
Cycle accessories	61	34
Liquor	2	13
Cloth (cotton and woollen piecegoods)	..	5
Machinery	28	22
Copper (wire, bars and cables, etc.)	5	17
Steel files and saw blades	..	9
Radio parts	9	9
Ball bearings, etc.	52	36
Dyes and colours	8	18
Electrical goods	3	7
Plastic goods, powder, etc.	30	20
Iron and steel plates, etc.	6	4
Photographic goods	4	1
Sewing machines	3	2
Brass pipes, etc.	6	10
Miscellaneous	147	168
Total ..	458	443

Railway Department

A statement showing the results of the working of the Bombay Port Trust Railway during the past ten years is given below :

	Revenue Rs. (lakhs)	*Expenditure* Rs. (lakhs)	*Surplus* (+) *Deficit* (—) Rs. (lakhs)
1952-53	1,04.89	78.52	+26.37
1953-54	89.34	84.52	+ 4.82
1954-55	81.67	83.27	— 1.60
1955-56	87.20	87.09	+ 0.11
1956-57	80.63	88.58	— 7.95
1957-58	88.10	95.74	— 7.64
1958-59	73.62	1,03.83	—30.21
1959-60	85.83	1,12.05	—26.22
1960-61	83.78	1,15.94	—32.16
1961-62	76.17	1,23.37	—47.20

It will be seen that the working of the B.P.T. Railway during the year under review has resulted in a deficit of about Rs. 47.20 lakhs, as against a deficit of Rs. 32.16 lakhs in the previous year.

The worsening of the financial position was the result of a decrease in earnings under local and through freight and terminal charges and an increase in expenditure on establishment due to revision of scales of pay and allowances. It may be mentioned that we were due, at the end of the year, large arrears of terminal charges amounting to about Rs. 77 lakhs, payment of which is expected during the current year. As a result of the settlement reached, in this connection, there is likely to be an increase in our current receipts as well.

There was a decrease in the volume of local traffic. The comparative figures in terms of wagons and tonnage are as follows:

	Wagons		*Tonnes*
	Inward	*Outward*	
1960-61	20,788	23,305	487,600
1961-62	14,894	17,363	393,000

There was an appreciable fall in the volume of foreign traffic, as compared to the year 1960-61. The figures in terms of wagons and tonnage are as follows :

	Wagons		
	Inward	*Outward*	*Tonnes*
1960-61	100,240	138,605	4,540,000
1961-62	98,487	124,410	3,978,900

Estate Department

The revenue of the Estate Department from all sources amounted to Rs. 2,39.47 lakhs (exclusive of Rs. 12.50 lakhs collected by the Docks Department), as against Rs. 1,49.91 lakhs in 1960-61. The increase was chiefly due to recovery of arrears of ground rent.

The revenue from rents (including collections made by the Docks Department) during the year, compared with the collections during the past two years, was as follows :—

1961-62	1960-61	1959-60
Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)
2,47.08	1,54.89	1,66.02

The rebates in rents granted (including those by the Docks Department) during the year amounted to Rs. 2.40 lakhs, as against Rs. 2.25 lakhs in the previous year.

About Rs. 115 lakhs were due, as at 31st March, 1962, from Government Departments as against Rs. 219 lakhs at the end of the previous year. The amount due from private parties as at the close of the year under report was about Rs. 30 lakhs compared with Rs. 35 lakhs at the end of the previous year, and against which Rs. 11 lakhs were held in the Miscellaneous Deposit Account pending settlement. The considerable reduction in the arrears due from Government is due to amounts, having been paid by the Defence Department towards rent of 5 out of the 10 plots at Wadala held by them in respect of which an agreement was reached last year. The arrears in respect of the remaining 5 plots were awaited at the close of the year.

The area of land occupied by lessees (including leases under the Docks Department), was 2.65 million square metres, as against 2.80 million square metres last year.

The total number of yearly, 15-monthly and monthly tenancies (including those under the Docks Department) was 1,960 as against 2,563 in the previous year and the number of way leave agreements in force 1,739 as against 1,718 in the preceding year.

Deputy Conservator's Department

The number of vessels which entered the Port during the year was 3,156 of 20.29 million gross registered tonnes, as against 3,239 of 20.39 million tonnes in 1960-61. The average number of acts of Pilotage per pilot varied from 49.14 in March, 1962 to 36.37 in June, 1961.

The number of vessels handled by the Pilots in 1961-62 was 7,634 as against 7,974 in 1960-61.

The largest vessel, which entered the Port during the year was the T.T. " Naess Sovereign," gross tonnage 54,736 and the largest tank steamer was the S.S. " Caltex Plymouth," gross tonnage 31,109.

The Steam Pilot Vessel, " Kennery " which was withdrawn from station for annual overhaul and survey on 12th January, 1961, was replaced

on station on 23rd April 1961. She was also withdrawn for boiler cleaning and repairs from 12th October, 1961, to 23rd October, 1961. S.T. " Amar " served as a Relief Pilot Vessel during her absence from station.

The new diesel Pilot-cum-Air/Sea Rescue Vessel " Venu " to replace S.P.V. " Kennery " arrived from Holland on 28th February, 1962. The new diesel electric tug " Akshaya " was put into commission on 28th October, 1961, replacing S.T. " Doris." The new diesel Fire Float " Sinchan " was also taken over on 20th March 1962.

All duties in connection with the Bombay Port Trust Harbour Police Patrol were efficiently carried out by the Port Department Inspector and his staff. 459 patrols were made by day and 357 by night during the year, as against 554 and 366 respectively, in 1960-61.

During the year, the Bombay Port Trust Auxiliary Fire Service attended 127 calls, of which 15 were on account of outbreak of fire on vessels in the Docks, Stream and at the Marine Oil Terminal and 69 on account of fire inside the Docks and at Bunders, Pir Pau, Kacharapatti, Wadala, etc. Standby duties were carried out at the Sewri Petrol Wharf, while petrol was being handled, and at Alexandra Dock, while explosives were unloaded from vessels. Miscellaneous services, such as pumping out water from vessels in the Docks, removing injured B.P.T. employees to dispensary, removal of dead bodies from the sea, rendering first-aid, rescue operations, etc., were also performed.

Stores Department

The value of stores purchased by the Controller of Stores and the Chief Engineer during the year was as follows :

	Indigenous	*Foreign Purchased in India*	*Foreign Purchased through London Agents*	*Total*
	Rs.	Rs.	Rs.	Rs.
By the Controller of Stores ..	99,31,200	28,91,700	19,700	1,28,42,600
By the Chief Engineer.. ..	18,34,300	1,07,500	8,98,400	28,40,200
Total ..	1,17,65,500	29,99,200	9,18,100	1,56,82,800

Dry Docks and Ship Repairs Facilities

The total gross tonnage of vessels admitted into the Dry Docks amounted to 0.56 million tonnes during the year, as compared to 0.48 million tonnes during 1960-61. The number of vessels docked during the year was 144, as against 141 during the previous year.

The largest vessel dry docked was the S.S. " Strathmore ", 23,580 tonnes, length 665'-1", beam 82'-3".

Vessels were also berthed in the Wet Docks during the year for repair purposes, as shown below :—

	No. of vessels	*Tonnage (net)*
Alexandra Dock	10	49,841
Prince's and Victoria Docks	8	169,544

A. L. DIAS,
Chairman.

14th October, 1962

Appendices

APPENDIX A.

Comparison of Receipts under the various heads during the past ten years; increases or decreases during 1961-62 as compared with 1960-61.

Budget Head.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.	1961-62.	Increase or decrease during 1961-62 as compared with 1960-61.	
											Increase.	Decrease.
Section I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
WET DOCKS.												
Dock dues on goods—												
(a) Wharfage—												
Import	75,85,835	78,02,384	79,48,595	80,40,143	1,03,93,869	1,12,00,744	1,02,50,413	1,07,31,025	1,36,10,049	1,36,07,203	....	2,846
Export	30,09,131	32,25,397	31,76,042	43,70,027	39,07,444	40,55,945	37,12,937	40,99,353	51,01,078	57,71,854	6,70,776	....
(b) Transhipment and over-side charges	2,88,912	3,19,445	2,32,738	1,95,505	2,21,616	1,01,042	1,68,003	1,57,009	1,33,143	1,13,288	....	19,855
(c) Unloading of carts and wagons	2,78,385	1,99,376	2,07,771	3,12,502	2,18,438	1,92,396	2,32,194	2,58,332	2,96,571	3,64,996	68,425	....
Ground rents	1,63,233	2,24,132	3,66,044	5,22,354	5,44,695	1,89,633	2,70,420	1,46,618	1,19,283	2,88,880	1,69,597	....
Demurrage fees	38,85,674	28,41,690	44,67,371	84,99,662	1,24,87,106	1,27,89,701	72,97,844	66,95,498	1,29,37,828	1,55,59,906	26,22,078	....
Storage of goods in warehouses..	9,34,739	7,00,010	5,14,862	5,30,051	5,44,553	5,16,990	5,99,095	3,38,503	2,83,280	3,19,765	36,485	....
Dock dues on vessels	11,15,603	17,90,636	18,70,806	18,02,590	17,52,480	20,39,620	16,69,216	15,47,766	17,36,226	18,23,109	86,883	....
Dock dues on country craft ..	30,784	35,386	71,361	73,087	74,216	74,870	40,423	33,442	55,681	65,808	10,127	....
Water supply to shipping ..	4,58,509	4,73,479	4,78,748	4,74,073	4,09,267	5,31,352	5,14,095	4,79,785	5,06,513	6,20,870	1,14,357	....
Night and Holiday work ..	15,10,238	15,93,583	17,96,561	21,77,648	19,43,064	23,01,119	17,02,633	17,65,152	20,69,938	26,04,208	5,34,270	....
Cranage and hire of plant and gear and tugs	29,30,645	38,60,660	39,31,810	47,19,728	43,97,253	50,78,283	43,45,618	38,41,459	35,41,846	41,93,423	6,51,577	....
Handling charges	10,16,797	10,20,579	9,54,601	12,24,227	11,00,744	19,42,824	15,00,560	13,09,229	11,22,589	16,76,664	5,54,075	....
Miscellaneous	5,48,516	3,62,746	3,63,651	3,61,218	13,19,280	8,91,789	3,54,966	3,90,861	5,39,903	4,85,209	....	54,694
Unallocated Revenue	5	82,276	1,738	1,42,870	5,939	....	77	1,082	399	441	42	....
Surcharge	64,61,536	55,49,296	61,71,263	77,72,633	93,97,756	99,74,115	74,73,832	74,89,411	39,89,828	1,39,133	....	38,50,695
Total ..	3,02,18,542	3,00,81,075	3,25,53,962	4,12,18,318	4,87,17,720	5,18,80,423	4,01,32,326	3,92,84,525	4,60,44,155	4,76,34,757	55,18,692	39,28,090
Section II.												
BUNDERS.												
Wharfage—												
Import	37,77,570	39,90,348	53,47,968	1,80,57,706	2,63,68,578	2,97,33,189	2,58,77,018	3,23,01,665	3,47,81,214	3,53,60,742	5,79,528	....
Export	3,00,265	2,42,463	4,37,842	22,41,051	38,03,462	35,07,861	30,97,262	32,04,596	33,73,217	38,61,239	4,88,022	....
Rents & storage fees (Demurrage fees and wharf ground rents)..	1,21,179	1,42,560	1,67,067	2,04,420	2,33,227	4,69,003	2,40,820	2,75,428	5,16,494	4,37,428	....	79,066
Commission for collecting Municipal Town Duty ..	91,340	69,720	1,36,090	96,386	1,23,143	1,31,992	86,947	91,285	93,191	81,884	....	11,307
Miscellaneous	3,37,009	3,44,956	3,71,663	6,85,765	7,19,641	7,72,123	8,23,422	8,92,792	9,49,849	11,53,231	2,03,382	....
Surcharge	14,86,179	15,51,542	13,56,714	4,38,062	4,16,117	4,71,890	4,17,213	4,58,912	1,79,544	4,197	....	1,75,347
Total ..	61,13,542	63,41,589	78,17,344	2,17,23,390	3,16,64,168	3,50,86,058	3,05,42,682	3,72,24,678	3,98,93,509	4,08,98,721	12,70,932	2,65,720

SECTION III.												
LANDS AND BUILDINGS.												
Ground and godown rents ..	1,14,73,581	1,21,71,129	1,19,95,509	1,58,36,525	1,26,77,839	1,42,20,237	1,45,87,372	1,63,38,130	1,51,68,866	2,42,98,581	91,29,715	....
Rent of quarters and chawls ..	1,62,767	1,62,366	1,82,175	2,18,654	2,26,028	2,33,871	2,41,723	2,64,119	3,20,000	4,09,770	89,770	....
Miscellaneous	1,56,551	1,60,353	1,93,905	2,16,170	1,98,874	1,98,407	1,76,042	6,55,468	6,08,929	4,98,755	....	1,10,174
Total ..	1,17,92,899	1,24,93,848	1,23,71,589	1,62,71,349	1,31,02,741	1,46,52,515	1,50,05,137	1,72,57,717	1,60,97,795	2,52,07,106	92,19,485	1,10,174
SECTION IV.												
RAILWAY DEPARTMENT.												
Freight—												
(a) Local	13,10,749	9,57,859	7,79,891	7,56,958	6,04,051	7,35,852	4,57,155	4,57,772	5,12,398	4,20,497	....	91,901
(b) Through	35,20,577	30,39,932	29,83,253	30,19,366	29,74,742	32,87,575	28,75,786	31,23,915	30,67,137	28,85,443	....	1,81,694
(c) Siding charges	5,43,785	4,57,390	4,41,398	4,13,607	4,48,150	5,21,441	4,64,594	4,97,814	4,75,489	4,77,138	1,649	....
Terminal charges	46,06,581	40,04,933	34,74,561	39,41,360	35,71,200	37,40,338	30,84,751	39,22,780	37,91,884	32,39,031	....	5,52,853
Miscellaneous	5,07,281	4,74,096	4,88,209	5,88,631	4,64,817	5,24,530	4,79,625	5,80,903	5,31,492	5,95,306	63,814	....
Total ..	1,04,88,973	89,34,210	81,67,312	87,19,922	80,62,960	88,09,736	73,61,911	85,83,184	83,78,400	76,17,415	65,463	8,26,448
SECTION V.												
DRY DOCKS.												
Dues on vessels	4,45,025	6,34,941	5,59,140	8,01,692	5,33,142	6,47,557	8,60,321	3,84,919	4,15,321	4,32,922	17,601	....
Miscellaneous (allowance by the Municipality for maintenance of wharf roads)	5,605	5,605	5,605	5,605	5,605	5,605	5,605	5,605	5,605	5,605	....	....
Surcharge	1,37,164	2,248	50	....	2,919	....	....	....	....	....	....	....
Total ..	5,87,794	6,42,794	5,64,795	8,07,297	5,41,666	6,53,162	8,65,926	3,90,524	4,20,926	4,38,527	17,601	....
SECTION VI.												
PORT DEPARTMENT.												
Port dues on vessels	7,75,564	8,17,398	7,86,087	8,17,776	8,19,310	9,29,866	9,87,964	10,55,962	11,91,800	11,80,838	....	10,962
Port dues on country craft ..	30,615	32,724	36,281	34,738	34,303	41,653	44,013	46,965	50,498	59,207	8,709	....
Miscellaneous	1,90,421	2,52,533	3,30,288	3,22,382	2,97,662	2,62,339	2,31,347	3,15,570	3,20,804	3,05,728	....	15,076
Total ..	9,96,600	11,02,655	11,52,656	11,74,896	11,51,275	12,33,858	12,63,324	14,18,497	15,63,102	15,45,773	8,709	26,038
SECTION VII.												
Interest and Miscellaneous ..	45,34,646	50,37,538	52,13,301	62,76,617	75,20,720	86,66,811	1,11,63,665	1,08,91,923	1,22,05,320	1,47,19,825	25,14,505	....
Total Revenue, General Account.	6,47,32,996	6,46,33,709	6,78,40,959	9,61,91,789	11,07,61,250	12,09,82,563	10,63,34,971	11,50,51,048	12,46,03,207	13,80,62,124	1,86,15,387	51,56,470
Pilotage Account	14,07,966	17,24,067	17,25,910	19,06,979	19,59,748	22,68,461	22,24,007	24,45,837	27,59,277	27,68,656	9,379	....
Special Receipts	1,11,06,262	89,61,697	1,10,81,996	1,53,79,516	79,55,272	4,16,60,619	1,47,62,735	1,93,82,012	1,19,31,919	1,45,96,669	26,64,750	....
Grand Total ..	7,72,47,224	7,53,19,473	8,06,48,865	11,34,78,284	12,06,76,270	16,49,11,643	12,33,21,713	13,68,78,897	13,92,94,403	15,54,27,449	2,12,89,516	51,56,470

APPENDIX B.

Comparison of Revenue Expenditure under the various heads during the past ten years; increases or decreases during 1961-62 as compared with 1960-61:—

Budget Head.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.	1961-62.	Increase or decrease during 1961-62 as compared with 1960-61.	
											Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Section I.—General Charges ..	74,17,163	1,55,61,555	77,76,096	76,94,293	86,76,038	95,07,099	1,01,04,156	1,11,86,602	1,08,95,839	1,50,65,391	41,69,552	....
Section II.—Wet Docks ..	2,38,60,027	2,53,81,655	2,77,16,984	2,90,34,688	3,79,11,713	4,03,89,180	3,93,29,878	3,98,99,334	4,17,74,022	4,34,74,873	17,00,851	....
Section III.—Bunders	48,52,849	48,56,692	15,44,913	20,30,938	25,07,665	29,98,034	38,26,593	44,73,069	45,45,105	50,42,252	4,97,147	....
Section IV.—Lands & Buildings			30,13,329	29,32,779	37,77,052	30,76,958	31,14,331	35,45,850	33,84,555	43,28,907	9,44,352	....
Section V.—Railway Department	50,13,715	50,62,186	54,56,392	60,80,598	62,52,203	68,13,759	69,76,553	71,07,115	74,32,161	75,54,770	1,22,609	....
Section VI.—Dry Docks ..	6,12,358	6,72,245	7,99,793	8,12,555	8,80,452	9,63,463	10,53,941	9,57,742	9,44,327	13,96,834	4,52,507	....
Section VII.—Port Department.	16,86,683	18,37,375	17,53,614	20,88,491	22,95,914	50,55,444	25,40,838	27,44,808	27,54,171	29,05,087	1,50,916	....
Section VIII.—Renewals and Replacements	52,00,000	52,00,000	52,00,000	52,00,000	1,34,24,000	93,12,000	93,12,000	93,12,000	1,01,12,000	1,01,12,000	....	....
Section IX.—Debt Charges ..	88,62,682	70,47,743	70,47,739	1,17,26,241	1,17,26,241	1,17,26,241	1,17,26,241	1,15,68,411	1,00,82,677	89,44,740	....	11,37,937
Total Expenditure, General Account	5,75,05,477	6,56,19,451	6,03,08,860	6,76,00,583	8,74,51,278	8,98,42,178	8,79,84,531	9,07,94,931	9,19,24,857	9,88,24,854	80,37,934	11,37,937
Pilotage Account	11,98,909	12,15,945	9,64,333	12,75,205	12,81,358	11,86,131	13,52,798	14,17,459	14,08,837	14,60,416	51,579	....
Special Expenditure	1,11,06,262	89,61,697	1,10,81,996	1,53,79,516	79,55,272	4,16,60,619	1,47,62,735	1,93,82,012	1,19,31,919	1,45,96,669	26,64,750	....
Grand Total ..	6,98,10,648	7,57,97,093	7,23,55,189	8,42,55,304	9,66,87,908	13,26,88,928	10,41,00,064	11,15,94,402	10,52,65,613	11,48,81,939	1,07,54,263	11,37,937

APPENDIX C.

Statement of principal items of Imports and Exports (Docks and Bunders combined) during the past ten years, based on audited returns.

IMPORTS.

Serial No.	Particulars of the principal items of trade.	Unit	1952-53.	1953-54. Shore.	1953-54. Overside.	1953-54. Total.	1954-55. Shore.	1954-55. Overside.	1954-55. Total.	1955-56. Shore.	1955-56. Overside.	1955-56. Total.	1956-57. Shore.	1956-57. Overside.	1956-57. Total.	1957-58. Shore.	1957-58. Overside.	1957-58. Total.	1958-59. Shore.	1958-59. Overside.	1958-59. Total.	1959-60. Shore.	1959-60. Overside.	1959-60. Total.	1960-61. Shore.	1960-61. Overside.	1960-61. Total.	1961-62. Shore.	1961-62. Overside.	1961-62. Total.	Serial No.
1	Bamboos	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1
2	Betelnuts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2
3	Bricks, cement, sand, etc.	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3
4	Chalk, talc, etc.	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4
5	Charcoal	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5
6	Chemicals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6
7	China clay	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7
8	Clay, country	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8
9	Coal	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9
10	Cocoanuts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10
11	Copra	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11
12	Cordage and rope	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12
13	Cotton	Bales	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13
14	Dates, wet and dry	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14
15	Drugs and medicines	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	15
16	Dyes, foreign	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	16
17	Fireclay and building materials	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	17
18	Firewood	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	18
19	Fish, dried	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	19
20	Fish, fresh	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	20
21	Flour	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	21
22	Fruits	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	22
23	Glassware	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	23
24	Grass, green	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	24
25	Grain — Rice	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	25
26	Grain — Wheat	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	26
27	Grain — Other kinds	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	27
28	Groundnuts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	28
29	Gum of sorts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	29
30	Hardware	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	30
31	Hay and straw	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	31
32	Hessians and gunnies	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32
33	Instruments and electrical goods	Pkgs.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	33
34	Iron and steel	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	34
35	Limestone	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	35
36	Machinery, boilers and railway materials	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	36
37	Manure	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37
38	Metals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38
39	Motor cars and lorries	Nos.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	39
40	Motor car parts and accessories	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	40
41	Myrobollams	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	41
42	Oilmanstores	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	42
43	Oils, vegetable, etc.	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	43
44	Paints	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	44
45	Paper	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	45
46	Papermaking materials	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	46
47	Pepper and ginger	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	47
48	Piecegoods	Bales and cases	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	48
49	POL — Crude oil	Litres	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	49
50	POL — Diesels and Heavy Ends (Fuel oil)	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	50
51	POL — Kerosene	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	51
52	POL — Light Distillates	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	52
53	POL — Lubricants	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	53
54	POL — Turpentine, mineral	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	54
55	POL — Vaporising oil	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	55
56	Salt	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	56
57	Seeds of all kinds	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	57
58	Spices other than pepper and ginger	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	58
59	Starch and farina	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	59
60	Sugar	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	60
61	Tallow	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	61
62	Tea	Pkgs.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	62
63	Timber and planks	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	63
64	Twist and yarn	Bales and cases	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	64
65	Vegetables, fresh	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	65
66	Wines and spirits	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	66
67	Wool and hair	Pkgs.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	67
68	Government stores	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	68

EXPORTS.

Serial No.	Particulars of the principal items of trade.	Unit	1952-53.	1953-54. Shore.	1953-54. Overside.	1953-54. Total.	1954-55. Shore.	1954-55. Overside.	1954-55. Total.	1955-56. Shore.	1955-56. Overside.	1955-56. Total.	1956-57. Shore.	1956-57. Overside.	1956-57. Total.	1957-58. Shore.	1957-58. Overside.	1957-58. Total.	1958-59. Shore.	1958-59. Overside.	1958-59. Total.	1959-60. Shore.	1959-60. Overside.	1959-60. Total.	1960-61. Shore.	1960-61. Overside.	1960-61. Total.	1961-62. Shore.	1961-62. Overside.	1961-62. Total.	Serial No.
1	Bricks, cement, sand, etc.	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1
2	Chalk, talc, etc.	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2
3	Chemicals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3
4	Coal	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4
5	Cotton	Bales	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5
6	Cotton, twist and waste	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6
7	Drugs and medicines	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7
8	Flour	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8
9	Fodder for animals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9
10	Fruits	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10
11	Grain — Rice	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11
12	Grain — Wheat	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12
13	Grain — Other kinds	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13
14	Groundnuts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14
15	Gums of sorts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	15
16	Hardware	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	16
17	Hemp	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	17
18	Hessians and gunnies	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	18
19	Hides and skins	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	19
20	Iron and steel	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	20
21	Iron, scrap and drums	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	21
22	Machinery, boilers and railway materials	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	22
23	Manganese ore	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	23
24	Manure	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	24
25	Metals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	25
26	Myrobollams	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	26
27	Oilcakes	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	27
28	Oilmanstores	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	28
29	Ores other than manganese	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	29
30	Papermaking material	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	30
31	Piecegoods	Bales	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	31
32	POL — Bitumen	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32
33	POL — Diesels and Heavy Ends (Fuel oil)	Litres	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	33
34	POL — Kerosene	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	34
35	POL — Light Distillates	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	35
36	POL — Lubricants	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	36
37	Seeds of all kinds	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37
38	Soap	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38
39	Spices of all kinds	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	39
40	Sugar	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	40
41	Tea	Pkgs.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	41
42	Timber and planks	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	42
43	Tobacco, country	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	43
44	Twist and yarn	Bales and cases	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	44
45	Vegetables, fresh	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	45
46	Vegetable oils	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	46
47	Wool and hair	Pkgs.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	47
48	Government stores	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	48

APPENDIX C (I)

Statement of principal items of Imports and Exports (Docks and Bunders combined) during the past ten years, in deadweight tonnes based on audited returns.

IMPORTS.

Serial No.	Particulars of the principal items of trade.		1952-53.	1953-54. Shore.	1953-54. Outside.	1953-54. Total.	1954-55. Shore.	1954-55. Outside.	1954-55. Total.	1955-56. Shore.	1955-56. Outside.	1955-56. Total.	1956-57. Shore.	1956-57. Outside.	1956-57. Total.	1957-58. Shore.	1957-58. Outside.	1957-58. Total.	1958-59. Shore.	1958-59. Outside.	1958-59. Total.	1959-60. Shore.	1959-60. Outside.	1959-60. Total.	1960-61. Shore.	1960-61. Outside.	1960-61. Total.	1961-62. Shore.	1961-62. Outside.	1961-62. Total.	Serial No.
1	Bamboos	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1
2	Betelnuts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2
3	Bricks, cement, sand, etc.	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3
4	†Chalk, salt	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4
5	Charcoal	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5
6	Chemicals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6
7	China clay	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7
8	Clay, country	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8
9	Coal	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9
10	Cocoanuts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10
11	Copra	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11
12	Cordage and rope	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12
13	Cotton	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13
14	Dates	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14
15	Drugs and medicines	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	15
16	Dyes, foreign	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	16
17	†Fireclay and building material	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	17
18	Firewood	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	18
19	Fish, dried	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	19
20	Fish, fresh	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	20
21	Flour	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	21
22	Fruits	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	22
23	Glassware	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	23
24	Green gram	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	24
25	Grain — Rice	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	25
26	Grain — Wheat	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	26
27	Grain — Other kinds	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	27
28	Groundnuts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	28
29	Gum of sorts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	29
30	Hardware	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	30
31	Hay and straw	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	31
32	Hessians and gunnies	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32
33	Instruments and electric goods	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	33
34	Iron and steel	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	34
35	Limestone	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	35
36	Machinery, boilers and railway materials	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	36
37	Manure	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37
38	Metals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38
39	Motor cars and lorries	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	39
40	Motor car parts and accessories	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	40
41	Myrabollams	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	41
42	Oilmanstores	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	42
43	Oils, vegetable, etc.	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	43
44	Paint	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	44
45	Paper	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	45
46	Papermaking material	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	46
47	Pepper and ginger	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	47
48	Provisions	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	48
49	P.O.L. — Crude oil	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	49
50	P.O.L. — Diesels and Heavy Ends (Fuel oil)	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	50
51	P.O.L. — Kerosene	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	51
52	P.O.L. — Light Distillates	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	52
53	P.O.L. — Lubricants	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	53
54	P.O.L. — Turpentine	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	54
55	P.O.L. — Vaporising oil	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	55
56	Salt	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	56
57	Seeds of all kinds	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	57
58	Spices	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	58
59	Starch and farina	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	59
60	Sugar	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	60
61	Tallow	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	61
62	Tea	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	62
63	Timber	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	63
64	Twist and yarn	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	64
65	Vegetables, fresh	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	65
66	Wines and spirits	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	66
67	Wool and hair	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	67
68	Government stores	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	68
69	Miscellaneous	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	69
	Total	Tonnes‡	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

EXPORTS.

Serial No.	Particulars of the principal items of trade.		1952-53.	1953-54. Shore.	1953-54. Outside.	1953-54. Total.	1954-55. Shore.	1954-55. Outside.	1954-55. Total.	1955-56. Shore.	1955-56. Outside.	1955-56. Total.	1956-57. Shore.	1956-57. Outside.	1956-57. Total.	1957-58. Shore.	1957-58. Outside.	1957-58. Total.	1958-59. Shore.	1958-59. Outside.	1958-59. Total.	1959-60. Shore.	1959-60. Outside.	1959-60. Total.	1960-61. Shore.	1960-61. Outside.	1960-61. Total.	1961-62. Shore.	1961-62. Outside.	1961-62. Total.	Serial No.
1	†Bricks, cement, sand, etc.	Tonnes	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1
2	†Chalk, salt	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2
3	Chemicals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3
4	Coal	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4
5	Cotton	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5
6	Cotton, twist waste	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6
7	Drugs and medicines	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7
8	Flour	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8
9	Fodder for animals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9
10	Fruits	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10
11	Grain — Rice	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11
12	Grain — Wheat	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12
13	Grain — Other kinds	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13
14	Groundnuts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14
15	Gum of sorts	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	15
16	Hardware	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	16
17	Hemp	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	17
18	Hessians and gunnies	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	18
19	Hides and skins	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	19
20	Iron and steel	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	20
21	Dry fruits and dates	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	21
22	Machinery and railway materials	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	22
23	Manganese ore	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	23
24	Manure	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	24
25	Metals	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	25
26	Myrabollams	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	26
27	Oil cakes	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	27
28	Oilmanstores	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	28
29	Ores other than manganese	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	29
30	Papermaking material	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	30
31	Provisions	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	31
32	P.O.L. — Bitumen	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32
33	P.O.L. — Diesels and Heavy Ends (Fuel oil)	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	33
34	P.O.L. — Kerosene	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	34
35	P.O.L. — Light Distillates	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	35
36	P.O.L. — Lubricants	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	36
37	Seeds	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37
38	Soap	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38
39	Spices	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	39
40	Sugar	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	40
41	Tea	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	41
42	Timber and planks	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	42
43	Tobacco, country	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	43
44	Twist and yarn	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	44
45	Vegetables, fresh	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	45
46	Vegetable oils	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	46
47	Wool	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	47
48	Government stores	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	48
49	Miscellaneous	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	49
	Total	Tonnes‡	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

‡ Tonnes on which wharfage was earned.

† The figures relating to these items for the year prior to 1953-54 have been merged in the head "Miscellaneous."

APPENDIX D.

Statement showing the number of steam and square-rigged Government and merchant vessels which entered the Docks or were berthed at the Harbour Walls, and paid dues, during the past ten years :—

Year.	Vessels entered Docks.		Vessels berthed at Harbour Walls.		Total.	
	No.	Net Registered Tonnage.	No.	Net Registered Tonnage.	No.	Net Registered Tonnage.
1952-53	1,735	5,062,669	502	1,407,074	2,237	6,469,743
1953-54	1,804	5,087,788	521	1,574,456	2,325	6,662,244
1954-55	1,609	4,697,835	520	1,690,371	2,129	6,388,206
1955-56	1,531	4,301,322	416	1,341,641	1,947	5,642,963
1956-57	1,569	4,241,826	460	1,340,109	2,029	5,581,935
1957-58	1,793	5,240,541	456	1,564,981	2,249	6,805,522
1958-59	1,874	5,415,916	402	1,405,111	2,276	6,821,027
1959-60	2,054	5,951,500	398	1,536,475	2,452	7,487,975
1960-61	2,094	6,372,284	431	1,709,299	2,525	8,081,583
1961-62	1,994	5,986,619	390	1,536,920	2,384	7,523,539

APPENDIX E.

Statement showing the number and tonnage of vessels docked in the Merewether and Hughes Dry Docks during the past ten years :—

Year.	Merewether Dry Dock.		Hughes Dry Dock.		Total.	
	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.
1952-53	71	241,501	124	614,478	195	855,979
1953-54	64	185,082	110	528,067	174	713,149
1954-55	69	198,487	78	431,414	147	629,901
1955-56	73	186,257	75	407,459	148	593,716
1956-57	51	133,280	97	439,031	148	572,311
1957-58	55	162,412	88	453,775	143	616,187
1958-59	49	117,126	71	317,499	120	434,625
1959-60	78	149,347	57	322,635	135	471,982
1960-61	61	118,655	80	359,256	141	477,911
1961-62	74	176,750	70	388,704	144	565,454

APPENDIX F.

Statement showing the principal commodities dealt with on the B. P. T. Railway during 1961-62 as compared with 1960-61.

Commodities.	Foreign Quintals in thousands.			
	Loaded.		Unloaded.	
	1961-62.	1960-61.	1961-62.	1960-61.
Castor seeds	..	..	49	52
Charcoal	2	..	1,306	1,688
Coal	404	30	1,099	1,479
Coke	222	1	13	122
Copra	..	1	..	..
Cotton, raw	28	48	1,117	1,247
Cotton seeds	2	..	22	4
Gram and pulses	4	..	4	9
Groundnut seeds	3	..	604	498
Gunny bags	3	1	..	..
Iron ore	..	..	3,813	4,541
Iron and steel	1,261	1,883	1,192	1,645
Linseed	..	..	7	17
Mangalore tiles	25	37	50	13
Manganese ore	112	..	2,222	3,338
Oilcakes	53	78	1,021	1,206
Pig iron	1	1	82	57
POL — Diesels and heavy ends (fuel oil) ..	2,704	2,634	46	..
POL — Kerosenes	3,012	2,731	.	6
POL — Light distillates	1,252	1,345	2	4
POL — Lubricants	578	..	40	..
Rice	563	1,375	237	74
Salt	61	127	3	..
Skins, raw	3	3	4	3
Sugar	..	..	622	318
Tea	3	3	3	4
Vegetable oil	113	120	383	642
Wheat	4,929	8,730	145	114
Wood and timber	121	107	216	106

APPENDIX G.

Statement showing the number of Port Trust employees housed in Port Trust buildings as at 31st December 1961 :—

Description.	Total number of staff.	Number housed			Percentage housed.
		Free of rent.	On payment of rent.	Total.	
Scheduled Staff.					
1. Officers (i.e., whose maximum monthly pay exceeds Rs. 500 p.m.)	257	31	79	110	42.80
2. Class III employees (i.e., whose maximum pay exceeds Rs. 60 p.m. but does not exceed Rs. 500 p.m.)—					
(a) Clerical	2,104	11	194	205	9.74
(b) Outdoor	3,533	245	473	718	20.32
3. Class IV employees (i.e., whose maximum pay is Rs. 60 or less p.m.)	560	7	77	84	15.00
Non-Scheduled Staff.					
4. Employees, whose maximum pay exceeds Rs. 60 p.m.—					
(a) Clerical	50	..	2	2	4.00
(b) Outdoor	252	9	25	34	13.49
(c) Artisans, etc. (i.e., workmen) ..	3,235	137	259	396	12.24
5. Employees, whose maximum pay is Rs. 60 or less p.m.—					
(a) Artisans, etc. (other than daily rated dock mazdoors)	9,607	1,530	367	1,897	19.75
(b) Daily rated dock mazdoors— Categories 'A' and 'B'	3,746	..	323	323	8.62
	23,344	1,970	1,799	3,769	16.15

Appendix 'H'

Statement in Parts 'A' and 'B' showing details of Expenditure on staff classified according to different categories during the year 1961-62.

Category of Staff.	Average No. of Employees.	Salaries or Wages.	House Rent Allowance.	Compensatory (City) Allowance.	Dearness Pay.	Dearness Allowance.	Other Allowances.	Overtime (including Overtime under the M.W.A.).	Attendance Allowance.	Piece-rate Earnings (including Allowances).	Grain Concession.	Arrears due to Revision of Pay-scales.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I. *Scheduled Staff*—					**PART 'A'**								
1. Officers (i.e., whose maximum monthly pay exceeds Rs. 500)	263	25,71,266	78,841	1,14,810	66,102	1,22,222	2,00,713	1,27,350	..	..	..	..	32,81,304
2. Class III employees (i.e., whose maximum monthly pay exceeds Rs. 60 but does not exceed Rs. 500)—													
(i) Indoor	1,998	36,12,543	4,16,772	3,88,186	7,40,530	9,03,802	38,079	8,89,741	..	..	..	..	69,89,653
(ii) Outdoor	3,513	49,58,905	6,53,528	5,90,640	11,45,552	13,54,776	1,18,333	16,22,615	..	..	..	..	1,04,44,349
3. Class IV employees (i.e., whose maximum monthly pay is Rs. 60 or less)	506	6,41,512	1,83,238	1,31,406	3,27,162	4,08,355	8,180	1,61,194	..	..	..	..	18,61,047
Total ..	6,280	1,17,84,226	13,32,379	12,25,042	22,79,346	27,89,155	3,65,305	28,00,900	..	..	..	..	2,25,76,353
II. *Non-scheduled staff other than those covered by the piece-rate scheme vide Items 6 and 7 below*—													
4. Class III employees (i.e., whose maximum monthly pay exceeds Rs. 60)—													
(i) Indoor	286	3,09,907	62,573	48,806	1,01,803	1,22,139	3,185	1,62,715	..	..	..	..	8,11,128
(ii) Outdoor other than Artisans	986	3,26,638	66,729	51,059	1,04,954	1,26,586	7,284	1,96,292	..	..	..	..	8,79,542
(iii) Artisans	1,942	18,70,693	3,73,898	2,98,789	6,17,112	7,22,468	13,633	7,86,359	..	..	..	..	46,82,952
5. Class IV employees (i.e., whose maximum monthly pay is Rs. 60 or less)	10,369	41,43,785	12,41,193	8,66,492	20,95,784	26,81,648	1,61,061	23,33,975	..	..	..	..	1,35,23,938
Total ..	13,583	66,51,023	17,44,393	12,65,146	29,19,653	36,52,841	1,85,163	34,79,341	..	..	..	..	1,98,97,560
Total of Part 'A' ..	19,863	1,84,35,249	30,76,772	24,90,188	51,98,999	64,41,996	5,50,468	62,80,241	..	..	..	..	4,24,73,913
III. *Non-scheduled staff covered by the piece-rate scheme and Special Morpias, Baroots and Cart and Wagon unloaders*—					**PART 'B'**								
6. Crane Drivers (hydraulic 5 and 6 tons and 35 cwt. and electric 3 and 6 tons)	615	..	..	..	..	..	3,926*	1,12,862†	..	16,53,748‡	..	..	17,70,536
7. Docks shore workers other than 'B' and 'C' Category mazdoors *vide* Items 8 and 9 below	3,207	30,18,085§	..	..	..	..	..	26,640†	1,11,930	58,30,070‡	..	..	89,86,725
IV. *Other mazdoors covered by the piece-rate scheme*—													
8. 'B' Category	483	3,10,499§	..	..	..	..	..	2,883†	10,545	5,52,738‡	..	..	8,76,665
9. 'C' Category	1,075	8,05,999§	..	..	..	..	..	30,568†	..	19,07,299‡	..	..	27,43,866
Total of Part 'B' ..	5,380	41,34,583	..	..	..	..	3,926	1,72,953	1,22,475	99,43,855	..	..	1,43,77,792
V. Grain concession to all P. T. employees	..	..	..	..	..	..	..	..	..	..	9,414	..	9,414
VI. Arrears due to Revision of Pay-scales	..	..	..	..	..	..	..	..	..	..	..	35,55,623	35,55,623
Grand Total ..	25,243	2,25,69,832	30,76,772	24,90,188	51,98,999	64,41,996	5,54,394	64,53,194	1,22,475	99,43,855	9,414	35,55,623	6,04,16,742

Notes:—

* Special Compensatory Allowance for loss of overtime.

† Overtime Allowances paid at Port Trust and Minimum Wages Act rates. Extra wages earned at piece-rates during overtime are included in the amounts shown under "piece-rate earnings".

‡ These amounts include extra wages earned at piece rates during overtime and payments at time rates.

§ Wages inclusive of allowances paid for work unconnected with loading and unloading of cargo into and from vessels.

APPENDIX I.

Statement showing the number of passengers arrived and departed, during the official year 1961-62 exclusive of passengers carried by Sailing Vessels and Harbour Ferries.

Routes.	Inward			Outward		
	Saloon	Deck	Total	Saloon	Deck	Total
Overseas.						
Europe (including intermediate Ports)	11,949	3,915	15,864	16,709	1,790	18,499
Aden, Red Sea Ports and Egypt (excluding Jeddah)	789	367	1,156	840	1,183	2,023
Jeddah (Pilgrims)	916	18,511	19,427	1,251	21,856	23,107
Australia (including Colombo) ..	1,069	127	1,196	1,489	—	1,489
Far East (including China, Japan and Strait Settlement Ports) ..	2,044	—	2,044	3,560	—	3,560
Africa (East)	4,911	15,914	20,825	5,151	12,462	17,613
Africa (South)	657	2,095	2,752	813	—	813
America	247	—	247	355	—	355
Persian Gulf (including Saurashtra, Cutch Ports and Karachi) ..	2,203	18,515	20,718	1,907	17,100	19,007
Total ..	24,785	59,444	84,229	32,075	54,391	86,466
Coasting.						
West Coast of India (Kanara and Malabar Coast Ports)	972	18,818	19,790	1,301	29,069	30,370
Konkan Coast	1,212	278,723	279,935	1,758	306,834	308,592
Karachi (including Saurashtra and Cutch Ports)	1,069	22,081	23,150	1,353	25,352	26,705
Total ..	3,253	319,622	322,875	4,412	361,255	365,667

APPENDIX J.

Statement showing tonnage of Imports and Exports at the Docks during the past six years.

Year.	Imports.			Exports.			Grand Total.
	Shore.	Overside.	Total.	Shore.	Overside.	Total.	
	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes
1956–57	3,509,249	75,149	3,584,398	1,844,980	47,590	1,892,570	5,476,968
1957–58	4,411,138	79,045	4,490,183	1,869,666	28,996	1,898,662	6,388,845
1958–59	3,729,179	34,962	3,764,141	1,637,437	24,407	1,661,844	5,425,985
1959–60	3,971,275	47,546	4,018,821	1,806,713	21,942	1,828,655	5,847,476
1960–61	4,691,989	31,731	4,723,720	2,007,132	14,998	2,022,130	6,745,850
1961–62	4,048,641	30,239	4,078,880	2,034,734	22,728	2,057,462	6,136,342

APPENDIX K.

Statement showing tonnage in Metric D.W. Tonnes discharged at and loaded from the Docks and Bunders by various Agencies and Shipping Companies during 1961-62.

Serial No.	Agents.	No. of Sailings.	IMPORTS.											EXPORTS.												Serial No.
			Docks.							Bunders.				Docks.							Bunders.					
			Foreign.		Adjacent Countries.		Coastal.		Total.	Foreign.	Adjacent Countries.	Coastal.	Total.	Total Imports.	Foreign.		Adjacent Countries.		Coastal.		Total.	Foreign.	Adjacent Countries.	Coastal.	Total.	Total Exports.	Grand Total.	
			Shore.	Overside.	Shore.	Overside.	Shore.	Overside.							Shore.	Overside.	Shore.	Overside.	Shore.	Overside.							
1	Burmah-Shell Oil Storage and Distributing Company of India Ltd.	76	50,504	..	..	..	..	..	50,504	1,889,332	..	..	1,889,332	1,939,836	608	..	..	..	..	..	608	53,423	..	517,443	570,866	571,474	2,511,310	1
2	Esso Standard Eastern Inc.	135	..	..	..	..	..	..	..	1,507,472	..	1,007	1,508,479	1,508,479	..	..	..	..	..	..	..	152,115	..	628,141	780,256	780,256	2,288,735	2
3	B. P. (India) Limited	99	57,772	..	..	..	..	..	57,772	1,452,960	..	12,709	1,465,669	1,523,441	186	..	..	..	..	..	186	20,040	..	316,551	336,591	336,777	1,860,218	3
4	Tidemand & Co. (India) Private Ltd.	125	815,261	..	10	..	..	..	815,271	153,758	..	..	153,758	969,029	99,354	37	1,050	602	..	..	101,043	362	..	41,788	42,130	143,173	1,112,202	4
5	Scindia Steam Navigation Co., Ltd.	231	186,511	1,098	7,016	48	233,172	2,899	430,744	4,780	32	6,379	11,190	441,934	102,964	1,597	7,824	481	113,100	4,250	230,226	370	..	28,656	29,026	259,252	701,186	5
6	Mackinnon Mackenzie & Co. Private Ltd.	230	263,467	6,695	..	..	..	..	270,162	158,071	404	9,207	167,682	437,864	189,015	5,266	..	..	..	..	194,281	1,755	..	..	1,758	196,039	633,903	6
7	Volkart Bros. Private Ltd.	207	270,587	4,968	..	..	..	..	275,555	29,759	11	..	29,770	305,305	124,157	3,531	3,843	255	..	..	131,786	1,242	135	31,408	32,785	164,571	469,876	7
8	Turner Morrison & Co. (Private) Ltd.	24	161,190	..	..	..	..	..	161,190	155,450	..	..	155,450	316,640	12,158	..	..	..	..	..	12,158	..	..	..	..	12,158	328,798	8
9	Everett Steamship Corporation	57	211,011	444	..	..	..	..	211,455	493	..	..	493	211,948	54,917	..	..	..	..	..	54,917	..	..	..	..	54,917	266,865	9
10	Great Eastern Shipping Co., Ltd.	69	71,872	17	5,468	..	29,839	32	107,028	362	..	9,079	9,441	116,469	72,312	1,059	3,804	89	49,485	142	126,891	..	..	..	..	126,891	243,360	10
11	Marine Transport Co. (Private) Ltd.	70	49,174	52	..	..	..	..	49,226	112,123	..	..	112,123	161,354	79,316	..	..	..	..	..	79,316	..	..	..	..	79,316	240,670	11
12	India Steamship Co., Ltd.	46	122,260	1,353	..	..	5,888	..	129,501	2,235	..	..	2,235	131,736	73,445	1,641	382	27	2,295	300	77,490	..	1	..	..	77,491	209,227	12
13	Madhavlal & Co., Ltd.	50	93,664	1,641	568	..	736	..	96,609	82	..	..	82	96,691	101,815	29	1,620	..	58	..	103,522	..	..	..	..	103,522	200,213	13
14	Shaw Wallace & Co. (India) Ltd.	58	103,459	790	..	..	..	..	104,249	2,405	..	..	2,405	106,654	76,922	700	1,582	358	..	..	79,572	..	..	..	..	79,572	186,226	14
15	Killick Nixon & Co. (Private) Ltd.	37	100,134	46	..	..	..	..	100,180	917	..	..	917	101,097	82,755	..	..	..	..	..	82,755	..	..	..	..	82,755	183,852	15
16	Malabar Steamship Co., Ltd.	60	..	..	19,123	..	75,554	..	94,682	..	..	425	425	95,107	..	..	5,432	55	72,316	204	78,007	..	..	200	200	78,207	173,314	16
17	United Liner Agencies of India (Private) Ltd.	50	80,061	123	..	..	..	..	80,184	51,959	..	..	51,959	132,083	28,797	..	..	..	..	..	28,797	..	..	..	..	28,797	160,880	17
18	Anchor Line Ltd.	30	69,357	27	..	..	..	..	69,384	764	..	..	764	70,148	88,091	2	..	..	..	..	88,093	..	..	..	..	88,093	158,241	18
19	Forbes, Forbes Campbell & Co., Ltd.	66	122,270	2,256	..	..	..	..	124,526	1,650	..	..	1,650	126,176	26,837	43	..	..	..	..	26,880	992	..	..	992	27,872	154,048	19
20	The Shipping Corporation of India Ltd.	62	76,618	204	169	..	272	..	77,263	1,599	..	..	1,599	78,862	57,896	12	878	..	2,214	..	61,000	..	..	118	118	61,118	139,980	20
21	Bharat Line Ltd.	37	34,746	500	4,901	..	41,738	2,286	84,171	..	..	8,779	8,779	92,950	20,763	..	2,000	..	1,462	..	24,225	..	..	1,160	1,160	25,385	118,335	21
22	Africana & Co. (Private) Ltd.	56	..	..	12,811	8	69,471	..	82,290	19	..	..	19	82,309	..	..	5,627	1	31,444	200	34,472	..	..	550	550	35,022	117,331	22
23	Khemka & Co. (Agencies) Private Ltd.	30	38,821	..	..	..	..	..	38,821	1,189	..	..	1,189	40,010	74,833	..	1,994	..	40	..	76,777	..	..	..	..	76,777	116,787	23
24	F. W. Heilgers & Co. (Private) Ltd.	16	46,450	..	..	..	..	..	46,450	..	..	..	..	46,450	54,833	..	..	..	..	..	54,833	..	..	..	..	54,833	101,283	24
25	India Maritime Enterprises	48	62,244	1,520	..	..	..	..	63,764	423	..	..	423	64,187	14,507	2	88	..	28	..	14,625	..	..	..	..	14,625	78,812	25
26	South East Asia Shipping Co. (Private) Ltd.	35	..	..	4,232	..	52,116	..	56,348	5	..	..	5	56,353	..	..	3,233	4	15,741	242	19,220	..	..	..	..	19,220	75,573	26
27	Mogul Line Ltd.	30	28,178	..	..	..	..	..	28,178	856	..	631	1,487	29,665	41,139	8	..	..	..	..	41,147	..	..	..	..	41,147	70,812	27
28	Merchant Steam Navigation Co. (Private) Ltd.	20	..	..	14,428	..	43,750	..	58,178	57	..	..	57	58,235	..	..	5,285	..	1,378	..	4,663	..	..	2,673	2,673	7,336	65,571	28
29	Hind Shipping Agencies	43	19,379	..	2,443	..	7,080	..	29,902	..	..	..	..	29,902	6,954	..	4,005	..	14,971	..	25,928	..	..	..	..	25,928	55,830	29
30	James Finlay & Co., Ltd.	27	39,185	148	..	..	..	..	39,333	732	..	..	732	40,065	14,772	..	..	..	..	..	14,772	..	..	..	..	14,772	54,837	30
31	Eastern Bunkerers Private Ltd.	10	7,768	..	..	..	..	..	7,768	..	..	..	..	7,768	35,113	35	..	..	..	..	35,148	..	..	..	..	35,148	42,916	31
32	Orient Shipping Agency (Private) Ltd.	27	18,408	1,809	..	..	..	..	20,217	..	..	..	..	20,217	28,697	104	1,776	106	..	..	30,683	908	..	..	908	31,591	51,808	32
33	New Dholera Steamship Ltd.	6	..	..	4,040	..	20,813	..	24,853	..	..	..	..	24,853	..	..	6,442	..	8,576	..	15,018	..	..	..	..	15,018	39,871	33
34	National Steamship Co., Ltd.	14	..	..	1,576	..	19,691	..	21,267	..	..	..	..	21,267	..	..	1,930	..	12,271	10	14,211	..	..	..	..	14,211	35,478	34
35	Harsha Tankers and Shipping Agency	2	34,531	..	..	..	..	..	34,531	..	..	..	..	34,531	..	..	..	..	..	..	..	..	..	..	..	..	34,531	35
36	Surendra Overseas Private Ltd.	7	3,521	..	..	..	9,272	..	12,793	..	..	1,684	1,684	14,477	9,659	..	..	..	9,255	113	19,027	..	..	..	..	19,027	33,504	36
37	Lloyd Triestino	38	25,332	774	..	..	..	..	26,106	..	..	..	..	26,106	5,754	3	..	..	..	..	5,759	..	..	..	..	5,759	31,865	37
38	Harsha Tankers and Shipping Agency	9	..	..	..	..	..	..	..	29,950	..	..	29,950	29,950	..	..	..	..	..	..	..	..	..	..	..	..	29,950	38
39	Gill & Co. (Shipping) Private Ltd.	27	..	..	6,211	..	6,803	..	13,014	..	..	..	..	13,014	..	..	..	..	9,110	34	2,787	1,083	13,014	..	..	13,014	26,028	39
40	Indian Navy	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,504	..	3,504	..	19,616	19,616	23,120	23,120	40
41	Shri Ambica Steam Navigation Co., Ltd.	15	..	..	423	..	8,785	..	9,208	..	..	..	..	9,208	..	..	937	1	11,934	185	13,057	..	..	..	..	..	22,265	41
42	James Mackintosh & Co. Private Ltd.	9	8,932	..	1,008	..	..	..	9,940	77	..	..	77	9,117	12,850	51	..	..	..	..	12,901	..	..	..	..	12,901	22,018	42
43	Lionel Edwards Ltd.	33	20,328	409	..	..	..	..	20,787	334	..	..	334	21,121	112	47	..	..	..	..	159	..	..	..	..	159	21,280	43
44	Hilson & Dinshaw Private Ltd.	1	10,000	..	..	..	..	..	10,000	..	..	..	..	10,000	10,793	..	..	..	..	..	10,793	..	..	..	..	10,793	20,793	44
45	Parry & Co.	3	14,964	..	..	..	..	..	14,964	..	..	..	..	14,964	602	..	..	..	..	..	602	..	..	..	..	602	15,566	45
46	F. W. Heilgers & Co. (Private) Ltd.	5	..	..	..	..	..	..	..	13,551	..	..	13,551	13,551	..	..	..	..	..	..	..	..	..	..	..	..	13,551	46
47	Great Western Shipping Co.	14	9,442	2	..	..	..	..	9,444	..	..	..	..	9,444	3,120	..	..	..	..	..	3,120	..	..	..	..	3,120	12,564	47
48	Arebee & Co.	1	4,470	..	..	..	..	..	4,470	4,124	..	..	4,124	8,594	..	..	..	..	..	..	..	..	..	..	..	..	8,594	48
49	The State Trading Corporation	1	..	..	..	..	..	..	..	..	..	..	..	..	6,878	..	..	..	..	..	6,878	..	..	..	..	6,878	6,878	49
50	H. K. Joshi & Co.	9	..	..	769	..	1,115	..	1,884	..	..	..	..	1,884	..	..	1,640	..	1,921	409	3,970	..	..	..	..	3,970	5,854	50
51	Sukhsagar	1	..	..	..	..	3,658	..	3,658	..	..	..	..	3,658	..	..	..	..	..	..	..	..	..	..	..	..	3,658	51
52	Miscellaneous	5	2,016	..	..	..	..	..	2,016	21	..	..	21	2,037	1,264	..	..	..	164	..	1,428	..	..	..	..	1,428	3,465	52
53	Sailing Vessels	32,970	..	..	..	..	..	..	..	33,165	271	672,853	706,289	706,289	..	..	..	..	..	..	..	..	3,729	1,145	252,709	257,583	257,583	963,872	53
	Total	42,508	3,332,687	24,966	86,291	56	629,753	5,217	4,078,880	5,610,679	716	722,752	6,334,149	10,413,029	1,614,200	13,567	65,490	2,013	355,044	7,148	2,057,462	234,940	1,280	1,840,993	2,077,213	4,134,675	14,547,704	

APPENDIX K (1)

Statement showing tonnage in Metric D.W. Tonnes discharged at and loaded from the Docks and Bunders by vessels of different flags during 1961-62.

Serial No.	Nationality.	No. of Sailings.	IMPORTS.											EXPORTS.												Serial No.
			Docks.							Bunders.				Docks.							Bunders.					
			Foreign.		Adjacent Countries.		Coastal.		Total.	Foreign.	Adjacent Countries.	Coastal.	Total.	Total Imports.	Foreign.		Adjacent Countries.		Coastal.		Total.	Foreign.	Adjacent Countries.	Coastal.	Total.	Total Exports.	Grand Total.	
			Shore.	Overside.	Shore.	Overside.	Shore.	Overside.							Shore.	Overside.	Shore.	Overside.	Shore.	Overside.							
1	American	157	538,508	1,555	..	..	..	..	540,061	1,989	..	..	1,989	542,050	108,485	224	..	..	..	..	108,709	2,644	..	53,717	56,361	165,070	707,120	1
2	British	524	558,845	7,848	..	..	..	..	566,693	2,757,169	404	22,923	2,780,496	3,347,189	406,597	5,702	713	..	..	..	413,017	112,483	..	530,107	642,590	1,055,607	4,402,796	2
3	Czechoslovakian	3	6,348	..	..	..	..	..	6,348	..	..	..	..	6,348	29	..	95	35	..	..	159	..	..	..	..	159	6,507	3
4	Danish	70	35,728	392	..	..	..	..	36,120	215,096	..	..	215,096	251,216	43,422	619	2,304	107	..	..	47,452	1,205	30	21,525	22,760	70,212	321,428	4
5	Dutch	98	217,423	4,063	10	..	..	..	221,496	3,328	11	..	3,339	224,835	84,785	3,139	64	76	..	..	88,069	34,188	105	64,220	98,513	186,582	411,417	5
6	Finnish	3	11,451	..	..	..	..	..	11,451	..	..	..	..	11,451	22	..	228	..	..	..	250	..	..	..	..	250	11,701	6
7	French	35	1,351	4	..	..	..	..	1,355	183,438	..	..	183,438	184,793	9,024	42	..	..	..	..	9,076	..	..	..	..	9,076	193,869	7
8	German	72	74,401	513	..	..	..	..	74,915	2,239	..	..	2,239	77,152	52,821	530	2,949	533	..	..	56,833	..	..	..	..	56,833	133,985	8
9	Greek	61	160,878	43	..	..	..	..	160,921	352	..	..	352	161,273	106,101	..	..	..	..	..	106,101	..	..	..	..	106,101	267,374	9
10	Indian	838	466,461	4,115	82,614	56	629,753	5,151	1,188,170	54,854	32	26,976	81,862	1,269,832	297,333	2,916	32,177	800	355,044	7,148	715,418	371	..	354,498	354,869	1,070,287	2,340,119	10
11	Iranian	1	..	..	..	..	..	..	..	..	..	..	..	..	398	..	..	..	..	..	398	..	..	..	..	398	398	11
12	Italian	78	124,102	794	..	..	..	..	124,896	273,031	..	..	273,031	397,927	39,551	3	25	..	..	..	39,579	..	..	14,775	14,775	54,354	452,281	12
13	Japanese	92	75,409	1,153	1,708	..	..	..	78,269	34,471	..	..	34,471	112,740	92,610	30	61	..	..	..	92,701	908	..	..	908	93,609	206,349	13
14	Korean	1	..	..	..	..	..	..	..	..	..	..	..	..	3,025	..	..	..	..	..	3,025	..	..	..	..	3,025	3,025	14
15	Lebanese	7	1,654	..	..	..	..	..	1,654	..	..	..	..	1,654	30,980	..	..	..	..	..	30,980	..	..	..	..	30,980	32,634	15
16	Liberian	40	222,476	480	..	..	..	..	222,956	287,301	..	..	287,301	510,257	27,473	..	..	..	..	..	27,473	104	..	..	104	27,577	537,834	16
17	Norwegian	211	301,779	1,840	178	..	..	..	303,797	1,190,472	..	..	1,190,472	1,494,269	44,522	266	1,892	460	..	..	47,140	12,983	..	327,659	340,642	387,782	1,882,051	17
18	Panamanian	72	340,948	194	123	..	..	..	341,265	179,614	..	..	179,614	520,879	38,227	..	2,038	..	..	..	40,265	65,511	..	124,872	190,383	230,648	751,527	18
19	Pakistani	17	13,028	5	1,568	..	..	66	14,667	..	..	..	..	14,667	3,046	51	70	..	..	..	3,167	..	..	..	..	3,167	17,834	19
20	Polish	19	27,054	..	..	..	..	..	27,054	897	..	..	897	27,951	25,209	..	1,707	..	..	..	26,916	..	..	..	..	26,916	54,867	20
21	Russian (U.S.S.R.)	29	6,811	2	..	..	..	..	6,813	111,402	..	..	111,402	118,215	43,013	..	..	..	..	..	43,013	..	..	..	..	43,013	161,228	21
22	Saudi Arabian	1	..	..	..	..	..	..	..	..	..	..	..	..	74	..	..	..	..	..	74	..	..	..	..	74	74	22
23	Spanish	4	3,255	26	..	..	..	..	3,281	65,643	..	..	65,643	68,924	3,605	..	..	..	..	..	3,605	..	..	..	..	3,605	72,529	23
24	Swedish	52	60,548	274	..	..	..	..	60,822	116,336	..	..	116,336	177,158	40,247	..	161	..	..	..	40,408	814	..	96,911	97,725	138,133	315,291	24
25	Swiss	1	1,163	..	..	..	..	..	1,163	..	..	..	..	1,163	95	..	..	..	..	..	95	..	..	..	..	95	1,258	25
26	Turkish	2	1,280	..	..	..	..	..	1,280	..	..	..	..	1,280	9,430	..	..	..	..	..	9,430	..	..	..	..	9,430	10,710	26
27	United Arab Republic	3	1,957	..	..	..	..	..	1,957	..	..	..	..	1,957	975	11	6	..	..	..	992	..	..	..	..	992	2,949	27
28	Yugoslav	47	79,811	1,667	..	..	..	..	81,478	82	..	..	82	81,560	93,088	29	..	..	..	..	93,117	..	..	..	..	93,117	174,677	28
29	By Sailing Vessels	29,970	..	..	..	..	..	..	..	38,165	271	672,853	706,289	706,289	..	..	..	..	..	..	..	3,729	1,145	252,709	257,583	257,583	963,872	29
	Grand Total	42,508	3,332,687	24,966	86,201	56	629,753	5,217	4,078,880	5,810,079	718	722,752	6,534,149	10,413,029	1,614,200	13,567	65,490	2,013	355,044	7,148	2,057,462	234,940	1,280	1,840,993	2,077,213	4,134,675	14,547,704	

APPENDIX K (2)

Statement showing tonnage in Metric D.W. Tonnes discharged at and loaded from the Docks and Bunders by various Shipping Lines during 1961-62.

Serial No.	Agents	Lines	No. of Sailings	IMPORTS. DOCKS. Foreign. Shore.	Foreign. Overside.	Adjacent Countries. Shore.	Adjacent Countries. Overside.	Coastal. Shore.	Coastal. Overside.	Total.	IMPORTS. BUNDERS. Foreign.	Adjacent Countries.	Coastal.	Total.	Total Imports.	EXPORTS. DOCKS. Foreign. Shore.	Foreign. Overside.	Adjacent Countries. Shore.	Adjacent Countries. Overside.	Coastal. Shore.	Coastal. Overside.	Total.	EXPORTS. BUNDERS. Foreign.	Adjacent Countries.	Coastal.	Total.	Total Exports.	Grand Total.	Serial No.
1	Burmah-Shell Oil Storage and Distributing Company of India Ltd.	Charter	79	50,504	..	..	..	..	..	50,504	1,850,332	..	..	1,850,332	1,900,836	608	..	..	..	..	..	608	16,423	..	217,443	233,866	234,474	2,141,310	1
2	Esso Standard Eastern Inc	Charter	155	..	..	..	..	..	..	..	1,507,472	..	1,067	1,508,479	1,508,479	..	..	..	..	..	..	..	132,113	..	626,141	758,254	758,254	2,266,733	2
3	E. P. (India) Limited	Charter	99	37,772	..	..	..	..	..	37,772	1,462,860	..	12,799	1,475,659	1,513,431	186	..	..	..	..	..	186	20,040	..	318,561	338,601	338,777	1,852,208	3
4	Talcoward & Co. (India) Private Ltd.	Cullan	10	5,600	..	10	..	..	..	5,610	97	..	..	97	5,707	4,056	..	..	..	..	..	4,056	..	..	..	..	4,056	9,763	4
		Charter	99	912,562	..	..	..	..	..	912,562	153,739	..	..	153,739	1,066,300	99,342	..	624	64	..	..	99,430	..	..	41,769	41,769	141,199	1,207,499	
5	Scindia Steam Navigation Co., Ltd.	Scindia Steam Navigation Co., Ltd.	108	174,789	1,686	5,664	63	60,422	2,545	244,169	4,567	..	32	4,717	248,886	2,024	..	..	..	43,074	141	45,239	..	..	..	..	45,239	294,125	5
		Bombay Steam Navigation Co., Ltd.	221	..	..	1,051	..	172,780	51	174,723	2	..	..	2	174,725	2,024,665	..	..	..	52,744	417	2,077,826	4,319	50,366	..	53,104	103,470	2,181,296	
		Scindia Star Dr. Navigation Maritime	2	1,139	..	..	..	..	..	1,139	..	..	..	..	1,139	975	111	..	..	..	..	1,086	..	..	..	..	1,086	2,225	
		Charter	10	10,365	12	..	..	..	..	10,365	190	..	..	190	10,765	3,425	..	..	..	..	..	3,425	..	..	..	..	3,425	13,310	
6	Mackinnon Mackenzie & Co. Private Ltd.	British India Steam Navigation Co., Ltd.	137	145,211	6,295	..	..	..	..	151,506	23,768	327	..	24,095	175,601	24,337	..	..	..	..	..	24,337	..	440	..	..	440	200,478	6
		Peninsular and Oriental Steam Navigation Co.	54	16,745	39	..	..	..	..	16,784	9	77	..	86	16,870	16,925	15	..	..	..	..	16,940	..	..	..	..	..	33,707	
		Jebhenia Steamship Co.	34	48,469	19	..	..	..	..	48,488	367	..	..	367	48,855	4,979	19	..	..	..	..	4,998	..	..	..	..	..	4,998	53,871	
		Asiatic Steam Navigation Co.	2	2,058	..	..	..	..	..	2,058	..	..	..	..	2,058	420	..	..	..	..	..	420	..	..	..	..	..	420	2,478	
		Overseas Tankships	81	..	..	..	..	..	..	..	133,600	..	..	133,600	133,600	..	..	..	..	..	..	..	1,318	..	..	..	1,318	1,318	134,918	
		Union Steamship Co. of New Zealand	3	1,593	243	..	..	..	..	1,836	..	..	..	..	1,836	1,419	125	..	..	..	..	1,544	..	..	..	..	..	1,544	3,380	
		Miscellaneous	9	50,844	..	..	..	..	..	50,844	243	..	..	243	51,087	518	..	..	..	..	..	518	..	..	..	..	..	518	51,605	
7	Volkart Brothers	Holland Bombay Karachi Line	23	84,348	826	..	..	..	..	85,174	951	11	..	962	86,136	61,454	30	..	..	..	..	61,484	..	..	..	..	..	61,504	117,631	7
		Hough Line	23	99,199	209	..	..	..	..	99,408	300	..	..	300	99,708	16,438	..	..	..	..	..	16,438	..	638	..	..	638	17,074	116,782	
		Java Pacific Line	18	39,190	417	..	..	..	..	39,607	..	..	..	..	39,607	7,945	3,375	..	..	..	..	11,320	..	..	..	..	..	11,320	50,130	
		Messageries Maritimes	47	11,042	27	..	..	..	..	11,069	..	..	..	..	11,069	10,461	41	..	..	..	..	10,502	..	..	..	..	..	10,502	21,570	
		Mogul Line	48	13,029	546	..	..	..	..	13,574	129	..	..	129	13,703	27,192	55	1,548	155	..	..	28,712	..	..	..	..	..	28,712	42,415	
		Star Lanka Shipping Co., Ltd.	6	3,420	..	..	..	..	..	3,420	..	..	..	..	3,420	1,245	..	1,587	..	..	..	2,832	..	..	30	..	30	2,862	6,282	
		Nod-Lord Line	26	92,778	2,955	..	..	..	..	95,733	104	..	..	104	95,837	60,814	4,202	679	..	..	..	65,695	..	..	..	..	..	65,695	161,532	
		Minor Line	1	..	..	..	..	..	..	..	12	..	..	12	12	4,581	..	..	..	..	..	4,581	..	..	..	..	..	4,581	4,593	
		Charter	15	736	..	..	..	..	..	736	28,279	..	..	28,279	29,015	1,502	2	936	100	..	..	2,540	608	105	31,408	32,119	34,659	63,674	
8	Turner Morrison & Co. Private Ltd.	Charter	29	181,190	..	..	..	..	..	181,190	153,290	..	..	153,290	334,480	12,138	..	..	..	..	..	12,138	..	..	..	..	..	12,138	346,618	8
		Asiatic Line	1	..	..	..	..	..	..	..	154	..	..	154	154	..	..	..	..	..	..	..	..	..	..	..	..	154	9	
9	Everett Steamship Corporation	Everett Star Line	1	1,106	10	..	..	..	..	1,116	70	..	..	70	1,186	257	..	..	..	..	..	257	..	..	..	..	..	1,443	9	
		Columbia Line	34	32,057	431	..	..	..	..	32,488	11	..	..	11	32,499	54,397	..	..	..	..	..	54,397	..	..	..	..	..	54,397	86,766	
		Central Gulf Line	11	2,159	..	..	..	..	..	2,159	9	..	..	9	2,168	157	..	..	..	..	..	157	..	..	..	..	..	157	2,325	
		Charter	18	135,148	2	..	..	..	..	135,151	403	..	..	403	135,554	227	..	..	..	..	..	227	..	..	..	..	..	227	135,781	
10	Great Eastern Shipping Co., Ltd.	Great Eastern Shipping Co., Ltd.	25	21,440	3	5,489	..	29,959	32	56,923	852	..	..	8,979	9,084	60,913	4,642	1,050	3,504	89	43,486	142	53,913	..	..	..	53,913	110,826	10
		Holstein Line Ltd.	10	52,024	1	..	..	..	..	52,025	852	..	..	852	52,877	43,498	9	..	..	..	..	43,507	..	..	..	..	..	43,507	81,884	
		Yamashita Kisen Kaisha	6	6,420	3	..	..	..	..	6,423	3	..	..	3	6,426	7,851	..	..	..	..	..	7,851	..	..	..	..	..	7,851	14,277	
		Charter	8	9,746	..	..	..	..	..	9,746	..	..	..	..	9,746	10,230	..	..	..	..	..	10,230	..	..	..	..	..	10,230	20,066	
11	Marine Transport Co. Private Ltd.	Charter	25	19,200	1,200	..	..	..	..	20,400	724	..	..	724	20,341	27,953	..	..	..	..	..	27,953	..	..	..	..	..	27,953	48,189	11
		Osaka Shosen Kaisha	43	29,639	..	..	..	..	..	29,639	111,404	..	..	111,404	141,043	51,464	..	..	..	..	..	51,464	..	..	..	..	..	51,464	192,477	
12	India Steamship Co., Ltd.	India Steamship Co., Ltd.	44	122,260	1,253	..	..	5,668	..	129,181	2,231	..	..	2,231	131,412	74,440	1,041	285	27	2,795	300	78,888	1	..	..	1	1	78,889	210,301	12
		Charter	4	..	..	..	..	..	..	..	4	..	..	4	4	..	..	..	..	..	..	..	..	..	..	..	..	..	4	
13	Madhavlal & Co., Ltd.	Yugoslav Line	44	29,880	1,541	..	..	..	..	31,421	79	..	..	79	31,500	61,799	79	..	..	..	..	61,799	..	..	..	..	..	61,799	173,199	13
		Charter	6	13,264	..	586	..	736	..	14,586	3	..	..	3	14,591	10,052	..	..	..	..	..	10,052	..	18	..	..	18	10,070	24,661	
14	Shaw Wallace & Co., Ltd.	Nanda Line	24	2,027	502	..	..	..	..	2,529	2,034	..	..	2,034	4,563	41,160	45	700	1,582	..	356	43,843	..	..	..	..	..	43,843	48,406	14
		Ishrandisen Co.	27	30,641	572	..	..	..	..	31,213	166	..	..	166	31,379	33,784	..	..	..	..	..	33,784	..	..	..	..	..	33,784	65,163	
		Charter	3	11,881	13	..	..	..	..	11,894	111	..	..	111	12,005	..	..	..	..	..	..	..	..	..	..	..	..	..	12,005	
15	Killick Nixon & Co. Private Ltd.	Ellerman's City and Hall Lines	30	94,254	43	..	..	..	..	94,297	222	..	..	222	94,519	59,906	..	..	..	..	..	59,906	..	..	..	..	..	59,906	154,425	15
		Charter	6	50,855	..	..	..	..	..	50,855	91	..	..	91	50,946	32,829	..	..	..	..	..	32,829	..	..	..	..	..	32,829	83,775	
16	Meinber Steamship Co., Ltd.	Meinber Steamship Co., Ltd.	5	58,453	..	18,128	..	76,564	..	153,145	..	..	619	619	153,764	5,432	55	72,318	201	..	200	78,206	..	200	..	200	78,406	232,170	16
17	United Liner Agencies of India Private Ltd.	Swedish East Asia Co., Ltd.	13	13,579	2	..	..	..	..	13,581	296	..	..	296	13,877	5,288	..	..	..	..	..	5,288	..	..	..	..	..	5,288	19,165	17
		Wilhelmsen Line	17	39,795	16	..	..	..	..	39,811	104	..	..	104	39,915	7,303	..	..	..	..	..	7,303	..	..	..	..	..	7,303	47,218	
		East Asiatic Co., Ltd.	13	21,327	102	..	..	..	..	21,429	27	..	..	27	21,456	13,096	..	..	..	..	..	13,096	..	..	..	..	..	13,096	34,552	
		Charter	1	..	..	..	..	..	..	..	51,802	..	..	51,802	51,802	..	..	..	..	..	..	..	..	..	..	..	..	..	51,802	
18	Anchor Line Ltd.	Anchor Line Ltd.	30	69,357	57	..	..	..	..	69,414	764	..	..	764	70,178	54,081	2	..	..	..	..	54,083	..	..	..	..	..	54,083	124,261	18
19	Forbes, Forbes Campbell & Co., Ltd.	American Presidents Line	24	15,852	8	..	..	..	..	15,860	560	..	..	560	16,420	15,004	32	..	..	..	..	15,036	..	992	..	..	992	16,028	32,448	19
		Ellerman and Buckmall Associated Lines	22	57,371	1,466	..	..	..	..	58,837	262	..	..	262	59,099	1,393	..	..	..	..	..	1,393	..	..	..	..	..	1,393	60,492	
		Royal Inter-Ocean Line	21	37,743	1,331	..	..	..	..	39,074	943	..	..	943	40,017	6,421	11	..	..	..	..	6,432	..	..	..	..	..	6,432	46,449	
		Charter	2	52,864	559	..	..	..	..	53,423	144	..	..	144	53,567	156	..	..	..	..	..	156	..	..	..	..	..	156	53,723	
20	The Shipping Corporation of India Ltd.	The Shipping Corporation of India Ltd.	92	74,054	34	189	..	272	..	74,549	1,599	..	..	1,599	76,148	57,686	12	876	..	3,214	..	61,788	..	118	118	236	61,118	139,960	20
21	Bharat Line Ltd.	Bharat Line Ltd.	37	34,748	500	4,901	..	42,788	2,289	84,227	..	..	6,779	6,779	91,006	30,782	..	5,000	..	1,482	..	37,264	..	1,180	1,180	2,360	39,624	130,630	21
22	Jardine & Co. (Private) Ltd.	Jardine & Co. (Private) Ltd.	58	..	..	12,811	8	69,471	..	82,290	19	..	..	19	82,309	2,583	1	51,444	..	200	..	54,228	..	350	580	930	55,158	137,467	22
23	Khemka & Co. (Agencies) Private Ltd.	Polish Ocean Line	28	36,579	..	..	..	..	..	36,579	697	..	..	697	37,276	6,263	..	1,914	..	45	..	8,222	..	..	..	..	8,222	45,498	23
		Charter	5	8,144	..	..	..	..	..	8,144	292	..	..	292	8,436	10,580	..	..	..	..	..	10,580	..	..	..	..	..	10,580	19,480	
24	F. W. Heitgers & Co. Private Ltd.	Charter	16	48,450	..	..	..	..	..	48,450	..	..	..	..	48,450	44,553	..	..	..	..	..	44,553	..	..	..	..	..	44,553	93,003	24
25	India Maritime Enterprises	Nippon Yusen Kaisha	19	16,248	972	..	..	..	..	17,220	45	..	..	45	17,265	11,622	..	..	..	..	..	11,622	..	..	..	..	..	11,622	28,887	25
		United Orient Shipping Co.	1	..	..	..	..	..	..	..	57	..	..	57	57	..	..	..	..	..	..	..	..	..	..	..	..	..	57	
		Charter	29	45,978	150	..	..	..	..	46,128	871	..	..	871	46,999	2,906	2	60	..	28	..	3,002	..	..	..	..	..	3,002	49,901	
26	South East Asia Shipping Co. Private Ltd.	South East Asia Shipping Co. Private Ltd.	35	..	..	4,232	..	52,118	..	56,350	..	..	..	..	56,350	..	..	5,231	4	15,741	248	21,224	..	..	..	..	..	21,224	77,574	26
27	Hogg Lines Ltd.	Mogul Line Ltd.	20	29,179	..	..	..	..	..	29,179	931	..	..	931	30,110	29,685	41,152	8	..	..	..	70,845	..	..	..	..	..	70,845	101,055	27
28	Merchant Steam Navigation Co. (Private) Ltd.	Merchant Steam Navigation Co. (Private) Ltd.	20	..	..	14,429	..	43,720	..	58,149	57	..	..	57	58,206	41,147	8	..	..	..	..	41,147	..	..	..	..	..	41,147	99,353	28
29	Thos Shipping Agencies	Thos Line	19	19,379	..	3,443	..	7,085	..	29,907	..	..	..	..	29,907	5,954	..	4,000	..	..	..	9,954	..	..	5,672	2,875	8,547	18,501	48,408	29
30	James Finlay & Co., Ltd.	Orient Line	21	21,057	123	..	..	..	..	21,180	654	..	..	654	21,834	..	..	..	..	..	..	..	..	..	..	..	..	..	21,834	30
		Nissen Kisen Kaisha		..	..	..	..	..	..	..	10	..	..	10	10	..	..	..	..	..	..	..	..	..	..	..	..	..	10	
		Japan India Pakistan Line	14	14,464	12	..	..	..	..	14,476	63	..	..	63	14,539	14,773	..	..	..	..	..	14,773	..	..	..	..	..	14,773	29,312	
		Charter	1	2,954	..	..	..	..	..	2,954	..	..	..	..	2,954	..	..	..	..	..	..	..	..	..	..	..	..	..	2,954	
31	Eastern Bunkerers Private Ltd.	Charter	10	7,788	..	..	..	..	..	7,788	..	..	..	..	7,788	32,112	35	..	..	..	..	32,147	..	..	..	..	..	32,147	39,935	31
32	Great Shipping Agencies Private Ltd.	Mikel Steamship Co.	43	18,458	1,809	..	..	..	..	20,267	..	..	..	..	20,267	32,007	104	1,770	106	..	..	33,987	908	..	..	..	908	34,895	55,162	32
33	New Dhodra Steamship Ltd.	New Dhodra Steamship Ltd.	8	..	..	4,580	..	29,813	..	34,393	..	..	..	..	34,393	..	..	5,439	..	..	..	5,439	..	..	..	..	..	5,439	39,832	33
34	National Steamship Co., Ltd.	National Steamship Co., Ltd.	14	..	..	3,578	..	19,961	..	23,539	..	..	..	..	23,539	1,935	..	12,371	..	10	..	14,311	..	..	..	..	..	14,311	37,850	34
35	Harsha Tankers and Shipping Agencies	Charter	2	34,521	..	..	..	..	..	34,521	..	..	..	..	34,521	..	..	..	..	..	..	..	..	..	..	..	..	..	34,521	35
36	Scindia (Overseas) Private Ltd.	Apcolay Line	3	3,272	..	..	..	5,272	..	8,544	..	..	1,564	1,564	10,108	14,477	9,658	..	..	..	..	24,135	..	..	..	..	..	24,135	34,243	36
37	Lloyd Triestino	Lloyd Triestino	20	25,326	774	..	..	..	..	26,100	..	..	..	..	26,100	3,758	2	..	..	..	..	3,760	..	..	..	..	..	3,760	29,860	37
38	Scindia Tankers and Shipping Agency	Charter	4	..	..	..	..	..	..	..	29,950	..	..	29,950	29,950	..	..	..	..	..	..	..	..	..	..	..	..	..	29,950	38
39	Gill & Co. (Shipping) Private Ltd.	Gill & Co. (Shipping) Private Ltd.	27	..	..	6,211	..	6,808	..	13,019	..	..	..	..	13,019	..	..	6,110	24	3,787	1,082	13,014	..	..	..	..	..	13,014	26,033	39
40	Indian Navy	Charter	15	..	..	..	..	..	..	..	8,208	..	..	8,208	8,208	..	..	..	..	3,504	..	3,504	..	..	19,816	19,816	39,632	52,840	40
41	Shri Ambica Steam Navigation Co., Ltd.	Charter	15	..	..	423	..	6,785	..	7,208	..	..	..	..	7,208	..	..	937	1	13,204	185	14,327	..	..	..	..	..	14,327	21,535	41
42	James Mackintosh & Co. Ltd.	Shri Ambica Steam Navigation Co., Ltd.	15	8,032	..	1,068	..	..	..	9,100	77	..	..	77	9,177	12,800	51	..	..	..	..	12,851	..	..	..	..	..	12,851	22,028	42
43	Lionel Edwards Ltd.	Charter	24	19,852	499	..	..	..	..	20,351	834	..	..	834	20,510	111	47	..	..	..	..	158	..	..	..	..	..	158	20,668	43
		American Export Line	1	524	..	..	..	..	..	524	..	..	..	..	524	..	..	..	..	..	..	..	..	..	..	..	..	..	524	
		Lauro Line	1	62	..	..	..	..	..	62	..	..	..	..	62	..	..	..	..	..	..	..	..	..	..	..	..	..	62	
		Charter	1	32	..	..	..	..	..	32	..	..	..	..	32	..	..	..	..	..	..	..	..	..	..	..	..	..	32	
44	Hilson and Dinshaw Private Ltd.	Charter	3	10,050	..	..	..	..	..	10,050	..	..	..	..	10,050	10,792	..	..	..	..	..	10,792	..	..	..	..	..	10,792	20,792	44
45	Parry & Co.	Charter	3	14,564	..	..	..	..	..	14,564	..	..	..	..	14,564	602	..	..	..	..	..	602	..	..	..	..	..	602	15,166	45
46	Great Western Shipping Co.	Great Western Line	14	9,442	2	..	..	..	..	9,444	..	..	..	..	9,444	3,120	..	..	..	..	..	3,120	..	..	..	..	..	3,120	12,564	46
47	F. W. Heitgers & Co. Private Ltd.	Charter	1	..	..	..	..	..	..	..	13,551	..	..	13,551	13,551	..	..	..	..	..	..	..	..	..	..	..	..	..	13,551	47
48	Tin Sinks Trading Corporation	Charter	1	..	..	..	..	..	..	..	..	..	..	..	..	6,878	..	..	..	..	..	6,878	..	..	..	..	..	6,878	6,878	48
49	Arthur & Co.	Charter	1	4,670	..	..	..	4,670	..	9,340	4,134	..	..	4,134	13,474	6,094	..	..	..	..	..	6,094	..	..	..	..	..	6,094	19,568	49
50	H. K. Joshi & Co.	Charter	1	..	..	784	..	1,115	..	1,899	..	..	..	..	1,899	1,054	..	1,540	..	1,921	409	4,924	..	..	..	..	..	4,924	6,823	50
51	Sukhsagar	Ambassador Line	1	..	..	..	..	4,858	..	4,858	..	..	..	..	4,858	3,654	..	..	..	..	..	3,654	..	..	..	..	..	3,654	8,512	51
52	Miscellaneous	Sukhsagar	1	2,016	..	..	..	..	..	2,016	21	..	..	21	2,037	1,264	..	..	..	164	..	1,428	..	..	..	..	..	1,428	3,465	52
53	Sailing Vessels		39,970								23,150	271	672,858	706,279	706,279								3,729	1,145	232,709	237,583	237,583	943,862	53
		Total	42,559	3,222,987	24,995	86,201	86	929,733	5,317	4,269,320	5,810,679	718	732,752	6,544,149	10,413,469	1,514,200	13,567	65,490	3,013	350,044	7,148	1,957,462	214,940	3,288	1,840,992	2,077,215	4,134,675	14,547,794	

Appendix L.

Statement showing cargo handled at the Docks and Bunders during the past six years.

	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.	1961-62.
	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes	Tonnes
Imports	8,372,000	9,451,000	8,553,000	9,564,000	10,795,000	10,413,029
Exports	3,800,000	3,869,000	3,387,000	3,793,000	3,926,000	4,134,675
Total ..	12,172,000	13,320,000	11,940,000	13,357,000	14,721,000	14,547,704

Appendix M.

Statement showing the number and tonnages of vessels, which entered the Port during the year 1961-62, as compared with the previous year.

Class of Vessels.	1961-62.			1960-61.		
	No.	Tonnage.		No.	Tonnage.	
		Gross.	Net.		Gross.	Net.
(*a*) Steamships other than Tankers—						
Foreign						
Above 3,500 G.R.T. ..	1,397	11,376,049	6,978,924	1,521	12,356,573	7,000,626
3,500 G.R.T. and less ..	188	279,087	144,415	206	292,470	146,983
Coastal						
Above 3,500 G.R.T. ..	164	1,033,133	587,891	167	1,043,111	611,027
3,500 G.R.T. and less ..	902	1,006,970	474,244	906	1,042,180	476,487
(*b*) Tankers	458	6,333,383	3,216,903	439	5,659,099	3,406,526
(*c*) Colliers	47	266,247	161,544	..	..	..
(*d*) Sailing Vessels	3,156‡	20,294,869§	11,563,921	3,239	20,393,433	11,641,649
(i) Foreign	295	..	30,039	388	..	38,026
(ii) Coastal	39,675	..	657,674	50,354	..	870,136
Total ..	43,126	20,294,869	12,251,634	53,981	20,393,433	12,549,811

‡ The above vessels were of the following Flags:

Flags.	*No.*	*Gross Tonnage.*
American	147	1,251,809
British	600	6,381,732
Czechoslovak	4	28,265
Danish	69	416,267
Dutch	111	1,026,881
Finnish	3	14,120
French	40	561,975
German	79	290,969
Greek	55	415,888
Indian	1,353	3,857,238
Iraqui	2	4,594
Irish	1	8,269
Italian	79	830,613
Japanese	97	618,090
Carried over ..	2,640	15,706,710

Flags.	*No.*	*Gross Tonnage.*
Brought over ..	2,640	15,706,710
Korean	1	3,888
Lebanese	9	39,961
Liberian	37	486,149
Norwegian	205	1,970,556
Pakistani	23	133,459
Panamanian	83	891,090
Polish	22	124,139
Russian	29	216,222
Saudi Arabian	1	233
Spanish	3	20,230
Swedish	51	440,168
Turkish	1	4,984
United Arab Republic ..	3	8,213
Yugoslav	48	248,867
TOTAL ..	3,156	20,294,869§

Appendix N.

Statement showing the number of vessels (exclusive of Ferry Steamers), which entered the Docks and went alongside Harbour Walls or Pir Pau Oil Pier or Butcher Island Berths, during 1961-62, as compared with the previous year.

Docks.	1961-62.			1960-61.		
	No.	Tonnage.		No.	Tonnage.	
		Gross.	Net.		Gross.	Net.
Prince's Dock	498	1,284,211	667,877	551	1,767,695	945,654
Victoria Dock	558	2,160,015	1,232,768	511	1,679,786	936,675
Alexandra Dock	938	7,057,223	4,085,974	1,032	7,700,460	4,489,955
Prince's Dock Harbour Wall ('K', 'L', 'M' Berths)	4	1,796	532	8	4,222	2,100
Victoria Dock Harbour Wall (No. 15 Berth)	15	30,843	17,148	18	18,746	9,114
Alexandra Dock Harbour Wall (Nos. 18, 19 and 20, including Tank Steamers)	371	2,621,979	1,519,240	405	3,013,578	1,698,085
Ballard Pier	280	3,189,639	1,786,498	327	3,620,705	2,031,989
Pir Pau Oil Pier	49	392,239	218,103	57	453,320	255,513
Butcher Island berths, Nos. 1, 2 and 3	366	5,232,400	3,073,480	352	4,815,365	2,862,232
Total ..	3,079	21,970,345	12,601,620	3,261	23,073,877	13,231,367

Note:—Many of these vessels have entered a Dock or berthed alongside a Harbour Wall more than once, during their stay in Port.

Appendix O.

OUTPUT AND EXPENDITURE ON REVENUE DREDGING IN THE DIFFERENT CHANNELS, DOCKS, ETC. DURING 1961-62.

	Output in units of 100 cubic feet hopper measurements.			Expenditure.				Output of each dredger during 1961-62 in units of 100 cubic feet hopper measurements.								Working expenditure of each dredger and cost per unit of 100 cubic feet lifted and deposited during 1961-62.																	
																Expenditure.									Cost per unit of 100 cubic feet hopper measurements.								
	1959-60	1960-61	1961-62	1959-60 Actual	1960-61 Actual	1961-62 Estimated	1961-62 Actual	"Wildgoos."	"Spoithill."	"Moorhen."	"Chelura."	"Vikas."	"Flamingo."	"Mayur."	"Priestman."	"Wildgoos."	"Spoithill."	"Moorhen."	"Chelura."	"Vikas."	"Flamingo."	"Mayur."	"Priestman."	"Tarangini" or "Swift."	"Wildgoos."	"Spoithill."	"Moorhen."	"Chelura."	"Vikas."	"Flamingo."	"Mayur."	"Priestman."
				Rs.	Rs.	Rs.	Rs.									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Prince's and Victoria Docks Channel	2,22,550	2,28,780	2,44,330	7,18,584	7,04,619	7,52,400	7,70,255	81,200	41,000	1,17,800	..	4,330	..	..	..	2,65,254	1,57,312	2,98,363	..	29,493	..	..	..	19,832	3.35	4.00	2.59	..	6.81	..	..	..
Alexandra Dock Entrance Channel (including Mail Berth)	84,290	74,740	74,370	2,98,907	3,43,718	2,49,900	2,87,261	8,400	27,800	7,800	23,100	7,270	..	..	..	24,880	99,515	17,991	1,02,120	40,160	..	..	..	2,595	3.06	3.61	2.43	4.42	5.52	..	..	..
Alexandra Dock Harbour Wall Channel	63,240	28,540	20,665	4,94,913	3,03,561	2,41,400	2,65,163	..	..	..	15,820	4,800	..	..	45	..	..	..	2,44,306	20,080	..	..	777	..	..	..	..	15.44	4.18	..	..	17.27
Alexandra Dock Approach Channel	1,00,900	1,10,650	1,00,370	2,69,381	3,13,094	3,38,000	3,38,195	28,800	46,600	25,170	..	..	..	..	..	95,909	1,79 041	56,542	..	..	..	..	..	6,705	3.43	3.89	2.24	..	..	..	..	..
Pir Pau Channel	40,900	41,300	26,800	1,12,380	1,35,742	1,63,100	1,04,068	16,600	7,000	2,400	..	800	..	..	..	56,181	23,247	12,617	..	5,020	..	..	..	2,003	3.42	4.13	5.54	..	6.28	..	..	..
Alexandra Dock	43,396	35,692	45,150	3,40,498	3,57,285	7,72,000	4,95,817	..	..	..	40,980	2,550	..	..	1,320	..	..	..	4,35,843	3,765	..	..	56,210	..	..	..	..	10.64	1.32	..	..	42.55
Victoria Dock	28,574	62,650	48,984	4,29,652	6,31,139	6,68,100	4,23,138	..	..	..	..	36,770	8,736	1,400	2,078	..	..	..	..	2,01,429	1,88,256	27,374	55,979	..	..	..	..	..	5.53	15.84	19.55	26.94
Prince's Dock	19,572	26,441	57,715	2,44,578	3,61,145	7,86,000	7,37,901	..	..	..	720	16,390	36,227	3,270	1,108	..	..	..	14,170	1,02,911	5,33,733	46,252	40,805	..	..	..	..	19.68	6.28	14.73	14.15	36.83
Bunders and Basins	22,114	23,814	23,805	2,83,232	3,79,018	6,01,500	4,38,178	..	..	..	..	..	..	22,830	975	..	..	..	..	..	..	3,92,917	45,260	..	..	..	..	..	..	17.21	46.43
Marine Oil Terminal Berth ..	..	..	..	..	..	3,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Vessels laid up account ..	..	..	..	33,679	88,626	96,100	1,18,894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	6,40,526	6,32,607	6,42,189	32,26,104	36,17,947	46,71,500	39,78,871	1,34,800	1,22,400	1,53,170	80,620	73,210	44,963	27,590	5,526	4,42,224	4,84,115	3,85,513	7,96,439	4,02,858	6,72,080	4,66,573	1,99,031	31,135	3.36	3.88	2.60	9.88	5.50	14.95	16.97	36.38
Total for 1960-61	..	..	..	..	..	..	..	1,47,600	1,59,200	1,14,250	82,970	53,810	33,005	35,540	6,122	4,65,297	4,19,421	3,24,596	7,92,257	3,09,842	5,53,402	4,58,089	1,78,771	27,546	3.22	2.69	2.92	9.55	5 76	16.77	12.85	29.15

Expenditure on Miscellaneous Tradesmen's Account is not included in this statement.

CAPITAL ACCOUNT

AND

GENERAL BALANCE SHEET

1961-62

CAPITAL ACCOUNT

As at 31st March 1961 Rs. nP.	LIABILITIES.	Rs. nP.	Rs. nP.
17,81,33,000 00	Capital Debt of Trustees (page 8)		17,54,20,750 12
6,52,09,348 56	Payments to Government from 1st April 1919 in reduction of debt by equated payments (page 8)	6,66,71,598 44	
2,25,389 00	Special Capital Receipts (page 9)	1,02,25,389 00	
2,68,67,666 72	Compensation Receipts (page 9)	2,71,22,114 05	
8,22,21,139 97	Repayments of Loans from Sinking Funds (page 9)	8,34,71,139 97	
10,06,74,224 62	Appropriations from Revenue to Capital	11,03,78,461 26	
43,33,333 33	Adjustment on account of conversion of Sterling Loans from 1*s.* 4*d.* to 1*s.* 6*d.* to the rupee	43,33,333 33	
	Sale Proceeds of Property :—		
	Received prior to 1st April 1914 and paid to Government in reduction of debt — Rs. 11,73,993 84		
	Received since 1st April 1914 for expenditure on Capital Account — Rs. 51,49,201 95		
		63,23,195 79	
60,90,528 92		30,85,25,231 84	
Less —2,70,98,890 35	*Less*—Extinction of Block Account—Book value of assets written off as per contra	2,77,12,862 50	
25,85,22,740 77	Surplus of Assets over Liabilities		28,08,12,369 34
43,66,55,740 77	Total Capital Account		45,62,33,119 46

GENERAL BALANCE SHEET

As at 31st March 1961 Rs. nP.	CAPITAL AND LIABILITIES.	Rs. nP.	Rs. nP.
	Capital Account, as above—		
17,81,33,000 00	Capital Debt of Trustees	17,54,20,750 12	
25,85,22,740 77	Surplus of Capital Assets over Capital Liabilities	28,08,12,369 34	
			45,62,33,119 46
	Sundry Outstandings—		
500 00	Unclaimed balances of matured Loans	500 00	
4,72,707 50	Unclaimed Interest on Loans	4,66,060 00	
99,49,153 92	Sundry liabilities of Trustees including credits pending adjustment.	1,03,28,904 29	
3,66,00,000 00	Provision for repayment of Loans received from Government for the Construction of a Marine Oil Terminal at Butcher Island	3,88,87,750 12	
	Deposits from Merchants, Contractors and others—		
	Cash — Rs. 2,79,52,179 06		
	Securities (face value) as per contra — 26,84,865 00		
3,42,19,263 20		3,06,37,044 06	
			8,03,20,258 47
51,78,97,365 39	Carried over		53,65,53,377 93

AS AT 31st MARCH 1962

As at 31st March 1961 Rs.	nP.	ASSETS.	Rs.	nP.	Rs.	nP.
45,17,62,264	*87*	Total Capital Expenditure to 31st March 1961	46,35,47,862	71		
1,17,85,597	*84*	*Add*—Capital Expenditure during 1961-62 (pages 13 to 18) ..	2,03,98,119	25		
46,35,47,862	*71*				48,39,45,981	96*
Less —2,70,98,890	*35*	*Less*—Extinction of Block Account—Book value of assets written off as per contra			2,77,12,862	50
43,64,48,972	*36*	Net Capital Expenditure to 31st March 1962			45,62,33,119	46
2,06,768	*41*	Balance available for expenditure on Butcher Island Scheme (Marine Oil Terminal Project)			....	
43,66,55,740	*77*	Total Capital Account ..			45,62,33,119	46

* Excluding expenditure of Rs. 86,34,413.46 not debited to Capital.

AS AT 31st MARCH 1962

As at 31st March 1961 Rs.	nP.	PROPERTY AND ASSETS.			Rs.	nP.	Rs.	nP.
		Capital Account, as above—						
46,35,47,862	*71*	Capital Expenditure to 31st March 1962			48,39,45,981	96		
Less —2,70,98,890	*35*	*Less*—Extinction of Block Account			2,77,12,862	50		
43,64,48,972	*36*						45,62,33,119	46
35,85,186	*25*	Sundry Debts due to Trustees including debits pending adjustment ..					51,15,971	57
		Stores and materials on hand :—						
		Controller of Stores's Department—	Rs.	nP.				
		Balance as at 1st April 1961	1,17,28,620	42				
		Purchases during 1961-62	1,40,45,424	72				
			2,57,74,045	14				
		Issues during 1961-62	1,34,68,090	49				
1,17,28,620	*42*	Balance as at 31st March 1962			1,23,05,954	65†		
		Chief Engineer's Department—	Rs.	nP.				
		Balance as at 1st April 1961	8,85,970	06				
		Purchases during 1961-62	17,64,686	21				
			26,50,656	27				
		Issues during 1961-62	8,24,890	88				
8,85,970	*06*	Balance as at 31st March 1962			18,25,765	39†		
13,718	*47*	Stock held at General Works as at 31st March 1962			88,354	00†		
19,03,473	*95*	Stock held at Workshops as at 31st March 1962			23,14,355	45†		
		B.P.T. Canteens, Grainshop and Central Godown—						
22,995	*87*	Stock as at 31st March 1962			21,230	61		
							1,65,55,660	10
45,45,88,937	*38*	Carried over					47,79,04,751	13

† Book value subject to adjustment.

GENERAL BALANCE SHEET

As at 31st March 1961 Rs. nP.	Capital and Liabilities	Rs. nP.	Rs. nP.
51,78,97,365 39	Brought over ..		53,65,53,377 93
	Funds :—		
15,65,91,692 23	General Reserve Fund	18,70,01,827 87	
5,77,11,721 94	General Sinking Fund	5,91,45,304 83	
7,17,58,224 46	Renewals and Replacements Fund	7,62,50,042 88	
19,82,057 54	Fire and Motor Insurance Fund	19,81,248 31	
10,00,000 00	Pilotage Reserve Fund	10,00,000 00	
56,34,856 59	Pilotage Depreciation Fund	72,88,016 89	
9,446 64	War Memorial Fund	9,306 64	
1,91,900 08	Employees' Welfare Fund	1,52,255 15	
4,32,28,710 21	* Provident Fund, General Account	4,70,29,257 59	
2,511 03	Annuity Fund, General Account	2,185 58	
10,67,343 58	* Provident Fund, Pilotage Account	11,31,933 16	
			38,09,91,378 90
13,50,439 12	Pilotage Suspense Account (page 22)		13,08,239 38
	* Includes contributions under Compulsory as well as Voluntary Savings Schemes.		
85,84,26,268 81		Total ..	91,88,52,996 21

AS AT 31st MARCH 1962—Concld.

As at 31st March 1961 Rs.	nP.	PROPERTY AND ASSETS.				Rs.	nP.	Rs.	nP.
45,45,88,937	*38*			Brought over ..		....		47,79,04,751	13
		INVESTMENTS (at cost or market value, whichever is less) :—		*Face Value.* Rs.	nP.	*At cost or market value whichever is less.* Rs.	nP.		
13,80,85,911	*94*	General Reserve Fund	(1)	17,01,28,200	00	16,28,23,633	71		
5,71,29,051	*48*	General Sinking Fund	(2)	5,98,22,400	00	5,83,67,404	41		
6,52,75,804	*43*	Renewals and Replacements Fund ..	(3)	6,76,49,200	00	6,58,04,388	51		
19,44,537	*48*	Fire and Motor Insurance Fund ..	(4)	19,83,800	00	18,96,476	30		
9,96,915	*66*	Pilotage Reserve Fund	(5)	10,11,100	00	9,89,992	97		
46,03,108	*71*	Pilotage Depreciation Fund	(6)	73,14,600	00	71,87,759	81		
8,991	*00*	War Memorial Fund	(7)	9,000	00	8,928	00		
4,18,91,042	*13*	Provident Fund and Annuity Fund, General Account	(8)	4,98,01,167	92	4,52,86,477	72		
10,16,824	*70*	Provident Fund, Pilotage Account ..	(9)	10,93,200	00	10,81,578	26		
4,73,52,472	*23*	Temporary Investment of Cash Balances	(10)	5,47,35,100	00	5,40,01,169	21		
				41,35,47,767	92			39,74,47,808	90
64,70,131	*27*	Investments Fluctuations Account						77,57,498	73
21,66,050	*00*	Deposits from Merchants, Contractors and others in Government and other securities as per contra		26,84,865	00			26,84,865	00
		Total (*vide* details at page 6)		41,62,32,632	92				
		Cash at Bank and in hand—							
		With State Bank of India—		Rs.	nP.				
3,11,00,000	*00*	Fixed Deposits		2,29,00,000	00				
....		Short Term Deposits		20,00,000	00				
11,08,522	*87*	Current Account—Revenue Account ..		56,34,517	15				
43,635	*33*	Current Account—Interest Account ..		2,07,012	37				
						3,07,41,529	52		
3,55,332	*63*	With State Bank of India, London— Balance of London Agents' Account (£23,433-14-9)				3,12,900	48		
29,500	*00**	With National and Grindlays Bank Ltd.— Fixed Deposit (Deposits from merchants, contractors and others)				2,000	00		
		With Departments—		Rs.	nP.				
10,99,279	*73*	Revenue Collections of 31st March 1962 ..		2,39,649	95				
19,32,529	*83*	Miscellaneous Accounts		8,91,329	63				
						11,30,979	58		
11,77,690	*01*	With Chief Accountant				8,70,662	87		
								3,30,58,072	45
85,84,26,268	*81*					Total ..		91,88,52,996	21

* With Punjab National Bank Ltd.

Aggregate market value of Investments as at 31st March 1962 :—

(1)	Rs. 16,35,70,728.97	(6)	Rs. 72,53,417.95
(2)	Rs. 5,86,97,326.70	(7)	Rs. 8,928.00
(3)	Rs. 6,69,67,143.90	(8)	Rs. 4,56,40,499.37
(4)	Rs. 19,55,605.90	(9)	Rs. 10,86,650.00
(5)	Rs. 10,04,527.15	(10)	Rs. 5,45,15,405.86

I. B. DAS GUPTA,
Chief Accountant.

A. L. DIAS,
Chairman.

DETAILS OF SECURITIES.

	Rs.	nP.
(a) With State Bank of India		
Government Loans—		
(i) Central—		
2¾%	2,22,58,900	00
3 %	1,98,52,800	00
3½%	2,46,57,000	00
3½%	7,78,27,200	00
4 %	2,35,22,700	00
(ii) State—		
3 % Bombay	17,100	00
3½% Bombay	51,26,500	00
4 % Bombay/Maharashtra	24,30,300	00
4¼% Bombay	7,300	00
4 % Saurashtra	18,53,800	00
2½% U.P. Zamindari Abolition Bonds	44,78,834	58
3½% U.P.	27,00,600	00
4 % U.P.	44,00,000	00
4¼% U.P.	3,05,000	00
4 % Andhra	50,19,000	00
4¼% Andhra	17,83,000	00
3½% Madhya Pradesh	95,100	00
4 % Madhya Pradesh	86,000	00
4¼% Madhya Pradesh	5,00,000	00
3½% Madras	17,84,800	00
4 % Madras	39,73,900	00
4¼% Madras	4,45,000	00
4 % Bihar	5,61,000	00
4¼% Bihar	4,98,000	00
4 % Orissa	5,80,000	00
4¼% Orissa	4,98,000	00
4¼% Mysore	6,35,000	00
4 % West Bengal	7,00,000	00
4 % Punjab	8,50,000	00
4¼% Punjab	5,00,000	00
4 % Rajasthan	10,00,000	00
4 % Gujarat	7,12,500	00
Other Securities—		
4 % Bombay Port Trust Debentures	67,000	00
3¼% Bombay Municipal Debentures	16,25,000	00
3¾% Bombay Municipal Debentures	2,56,000	00
4 % Bombay Municipal Debentures	1,64,82,000	00
4¼% Bombay Municipal Loan	92,87,500	00
4 % Bandra Municipal Loan	20,000	00
4½% Bandra Municipal Loan	1,84,500	00
4¼% Ahmedabad Municipal Loan.	15,75,000	00
4 % Ahmedabad Municipal Loan.	13,56,000	00
4½% Nagpur Municipal Loan	5,00,000	00
4¼% Nagpur Municipal Loan	10,00,000	00
3½% Calcutta Port Trust Debentures	4,37,800	00
4 % Calcutta Port Trust Debentures	80,17,500	00
4½% Calcutta Improvement Trust Debentures	5,00,000	00
4¼% Calcutta Improvement Trust Debentures	6,11,000	00
4½% Nasik Borough Municipal Loan	5,00,000	00
4¼% Surat Borough Municipal Debentures	9,68,000	00
4½% Mysore Central Co-operative Land Mortgage Bank Ltd. Debentures	4,53,000	00
5 % Calcutta Port Trust Sterling Debentures	16,000	00
4 % Bombay Improvement Trust Sterling Loans	1,41,333	34
Total (*a*)	25,36,56,967	92
(b) With Chief Accountant—		
Government Loans—		
(i) Central—		
2¾%	3,50,000	00
3 %	3,02,02,100	00
3½%	1,01,84,900	00
3½%	2,83,18,200	00
3¾%	49,99,900	00
National Plan Savings Certificates	26,05,710	00
Carried over	7,66,60,810	00
(b) With Chief Accountant—*Concld.*		
Government Loans—*Concld.*		
Brought over	7,66,60,810	00
(ii) State—		
3½% Bombay	1,05,00,000	00
4 % U.P.	28,69,500	00
4 % Madras	2,00,000	00
3 % Maharashtra	1,83,67,100	00
4¼% Maharashtra	40,00,000	00
4¼% Gujarat	10,00,000	00
4 % Hyderabad	17,10,100	00
4 % Mysore	2,52,700	00
3 % Madhya Pradesh (C.P. and Berar)	19,35,000	00
4 % Saurashtra	6,74,800	00
4¼% Bihar	14,72,000	00
Other Securities—		
3½% Bombay Port Trust Stock Certificates	13,50,000	00
3¾% Bombay Port Trust Stock Certificates	56,58,000	00
4 % Bombay Port Trust Stock Certificates	1,66,81,500	00
4¼% Madras Co-operative Central Land Mortgage Bank Ltd. Debentures	20,00,000	00
4 % Bombay Municipal Debentures	87,500	00
Total (*b*)	14,54,19,010	00
(c) With Chief Accountant's Cashier—		
Government Loans—		
(i) Central—		
2¾%	15,27,000	00
3 %	41,500	00
3½%	11,500	00
4 %	19,200	00
National Plan Savings Certificates.	33,355	00
(ii) State—		
3 % Bombay	6,02,000	00
4 % Bombay	1,77,100	00
4½% Bombay	11,700	00
4 % Mysore	40,000	00
4 % U.P.	15,36,300	00
4 % Madras	70,00,000	00
4 % Andhra	1,200	00
4 % Kerala	3,00,000	00
Other Securities—		
4 % Bombay Port Trust Debentures	6,000	00
4 % Bombay Municipal Debentures	20,500	00
4½% Ahmedabad Municipal Debentures	16,00,000	00
4½% Gujarat State Electricity Board Bonds	13,15,000	00
4½% Maharashtra State Electricity Board Bonds	10,00,000	00
4½% Bombay State Financial Corporation Bonds	10,00,000	00
4½% Bombay State Co-operative Land Mortgage Bank Debentures	5,00,000	00
Total (*c*)	1,67,42,355	00
(d) In Transit—		
Government Loans—		
(i) Central—		
3 %	1,14,000	00
3½%	1,000	00
3¾%	15,000	00
4 %	80,300	00
(ii) State—		
4 % Orissa	1,48,000	00
Other Securities—		
5½% Calcutta Port Trust Sterling Debentures	56,000	00
Total (*d*)	4,14,300	00
Grand Total of (*a*), (*b*), (*c*) and (*d*)	41,62,32,632	92

In accordance with the provisions of Section 58 of the Bombay Port Trust Act, 1879, I have to report as follows :—

I have examined the accounts and the Balance Sheet of the Bombay Port Trust and verified the same with the books. I have also examined a portion of the deeds, vouchers and other documents relating thereto. I have satisfied myself as to the correctness of the balances with the State Bank of India, Bombay, the State Bank of India, London, of the short notice deposits with the State Bank of India, Bombay, and National and Grindlays Bank Ltd. and of the cash in hand and the cheques in course of collection. I have also satisfied myself as to the correctness of the Suspense Account balances by verifying them with the respective subsidiary accounts and Bank Pass Books. I have also verified the securities representing the investments of the Trust with the Bankers' Safe Custody Receipts and Certificates.

Subject to the remarks contained in this office letter No. OA/B.P.T./AR/61-62/287 of 16th October, 1962, the Balance Sheet, as at 31st March 1962, is in my opinion properly drawn up so as to exhibit a true and correct view of the state of affairs of the Bombay Port Trust according to the best of my information and explanations given to me and as shown by the books of the Trust ; the assets shown in the Balance Sheet have not, however, been physically verified.

S. BALACHANDRAN,
Deputy Accountant General,
Outside Audit Department.

S. SANKARAN,
Accountant General, Maharashtra.

BOMBAY, *15th October*, 1962.

Schedule of Capital Debt of the Trustees.

Particulars.	Original debt.	Paid off: By sale proceeds, etc.	Paid off: By equated payments from 1st April 1919.	Present debt.
	Rs. nP	Rs. nP	Rs. nP	Rs. nP
Debt due to Government, viz. :—				
Bearing Interest at 4% as per Schedule C of Act VI of 1879	2,11,70,754 18	10,15,459 27	2,03,49,946 27	....
Not-bearing Interest as per Schedule C of Act VI of 1879.	8,44,678 66	6,50,027 30		
Loans from Government for construction of Victoria Dock :— Rs. nP				
At 4% 90,86,226 10				
At 3½% 5,47,097 70				
At 3% 1,66,800 82				
	98,00,124 62	98,00,124 62	....	....
Loan from Government in 1916 for Alexandra Dock Works @ 4½%	5,00,000 00	4,47,650 58	52,349 42	....
Loan from Government in 1917 for Mazagon-Sewri Reclamation Works @ 4½%	22,00,000 00	19,85,297 12	2,14,702 88	....
Loan from Government in 1919 for Pir Pau Pier @ 6%	17,00,000 00	12,93,977 50	4,06,022 50	....
Loan from Government in 1920 for Capital Works, being Port Trust share of Bombay Development Loan, 1920, @ 6½% reduced to 3½% from 1st November 1935	94,50,000 00	....	*2,00,00,000 00	....
Loan from Government in 1921-22 for Capital Works @ 6½% reduced to 3½% from 1st November 1935	1,05,50,000 00			
Loan from Government in 1921-22 for Capital Works @ 6½% reduced to 4½% from 1st April 1927	54,50,000 00	....	54,50,000 00	....
Loan from Government in 1923-24 for Capital Works @ 6% reduced to 5½% from 1st October 1933	1,60,00,000 00	....	1,60,00,000 00	....
Loan from Government in 1924-25 for Capital Works @ 5¾% reduced to 5% from 1st October 1933	50,00,000 00	....	50,00,000 00	....
Loans from Government for the Butcher Island Scheme (Marine Oil Terminal Project) @ 4% (interest-free for an initial period of 7 years)	9,89,00,000 00	....	14,62,249 88	9,74,37,750 12
	18,15,65,557 46	1,51,92,536 39	6,89,35,270 95§	
Total debt due to Government ..				9,74,37,750 12
Debt due to General Public—				
New Works, Ordinary.				
Debenture Loan of—			Rs. nP	
1904 @ 4 per cent. (60 years from 1st November 1904)			†5,75,000 00	
1907 @ 4 „ (60 „ 1st February 1908)			8,00,000 00	
1912 @ 4 „ (60 „ 1st February 1913)			10,00,000 00	60,50,000 00
1914 @ 4 „ (60 „ 1st January 1915)			8,25,000 00	
‡ 1932 @ 3½ „ (30 „ 1st September 1932), issued to repay Loan of 1902			13,50,000 00	
‡ 1936 @ 3¾ „ (30 „ 1st March 1936)			15,00,000 00	
Mazagon-Sewri Reclamation and Port Trust Railway.				
1913 @ 4 per cent. (60 years from 1st January 1914)			80,00,000 00	
1914 @ 4 „ (60 „ 1st January 1915)			50,00,000 00	
1915 @ 4 „ (60 „ 5th October 1915)			20,00,000 00	1,75,05,500 00
‡ 1935 @ 3¾ „ (40 „ 30th March 1935), issued to repay Loan of 1917 from the Government of India			20,05,500 00	
1941 @ 3¾ „ (30 „ 1st November 1941)			5,00,000 00	
Alexandra and Hughes Docks Construction.				
1904 @ 4 per cent. (60 years from 1st November 1904)			†30,75,000 00	
1905 @ 4 „ (60 „ 1st November 1905)			35,00,000 00	
1906 @ 4 „ (60 „ 1st February 1907)			15,00,000 00	
1907 @ 4 „ (60 „ 1st February 1908)			36,00,000 00	
1908 @ 4 „ (60 „ 1st February 1909)			75,00,000 00	
1909 @ 4 „ (60 „ 1st January 1910)			40,00,000 00	
1910 @ 4 „ (60 „ 1st January 1911)			56,00,000 00	
1911 @ 4 „ (60 „ 1st January 1912)			75,00,000 00	5,44,27,500 00
1912 @ 4 „ (60 „ 1st February 1913)			1,00,00,000 00	
1914 @ 4 „ (60 „ 1st January 1915)			30,00,000 00	
1915 @ 4 „ (60 „ 5th October 1915)			35,00,000 00	
‡ 1935 @ 3¾ „ (40 „ 30th March 1935), issued to repay Loan of 1916 from the Government of India			4,52,500 00	
1938 @ 3½ „ (30 „ 15th March 1938)			10,00,000 00	
1941 @ 3¾ „ (30 „ 1st November 1941)			2,00,000 00	
Total present debt ..				17,54,20,750 12

* Treated as one consolidated loan from 31st March 1936, *vide* T. R. No. 4 of 1936.

† Rs. 10,75,000.00 transferred from Ordinary Loan of 1904 to Alexandra and Hughes Docks Construction under T. R. No. 206 dated 11th April 1911.

‡ Held entirely by the Trustees.

§ Rs. 6,66,71,598.44 nP. by equated payments and Rs. 22,63,672.51 nP. from the General Sinking Fund, being payment on 31st March 1960, of Sinking Fund accumulations as at 31st March 1919 in respect of the Original Debt due to Government.

SPECIAL CAPITAL RECEIPTS.

Serial No.	Particulars.	Amount. Rs.	nP
1	Payment by General Motors (India) Ltd. towards the cost of paving of floors of Grain Depot Sheds ..	4,451	00
2	Payment by Government on account of paving of floors of Port Intermediate Transit Sheds	76,844	56
3	Payment by Government towards the cost of laying 6" pipe line at Ballard Pier	28,050	00
4	Government's contribution towards the cost of constructing a 20' road along the north boundary of Ordnance Depot, Sewri	28,000	00
5	Government's contribution towards the cost of provision of pipe line, pumps, telephones, etc., for oil fuelling to Prince's and Victoria Docks	84,572	50
6	Government's contribution towards the cost of provision of a fresh water pumping set at Kennery Lighthouse	3,470	94
7	"On Account" payment towards the share payable by Government in fulfilment of their obligation in connection with the scheme for the extension of Ballard Pier	1,00,00,000	00
	Total ..	1,02,25,389	00

CAPITAL ACCOUNT—COMPENSATION RECEIPTS.

Serial No.	Particulars.			Amount. Rs.	nP
1	Amount received from Government in payment of Port Trust claim for compensation due to losses sustained in the fires and explosions of 14th April 1944	Rs. 2,16,47,228	nP 00		
	Interest on investment of above	17,87,379	60		
		2,34,34,607	60		
	Less—Proportion of above relating to Revenue items transferred to Revenue (General) Reserve Fund	50,71,155	69		
	Loss on transfer of investments of above	2,16,562	50		
		52,87,718	19		
				1,81,46,889	41
2	Compensation from Burmah-Shell Refineries Ltd. for loss of the P.T. Quarry Railway facility			1,35,000	00
3	Compensation received from Government for land acquired for new Indian Sailors' Hostel and Canteen ..			6,64,710	00
4	Compensation in respect of nine plots of land on Elphinstone Estate acquired by Government			10,64,746	71
5	Compensation in respect of B.P.T. land with basin area and assets thereon at Town Bunder Estate acquired by Government in connection with the Dockyard Expansion Scheme			34,19,434	00
6	Compensation in respect of land bought from the Bombay Municipality and leased			1,358	00
7	Compensation in respect of a roadway and a storm water drain included in a plot at Sewri, leased to Messrs. Burmah-Shell Oil Storage and Distributing Co. of India Ltd.			18,776	00
8	Compensation from the Government of Bombay in respect of Port Trust land near Carnac Bunder, acquired for Messrs. Tata Power Co., Ltd.			9,18,121	31
9	Compensation from the Government of Bombay in respect of the P.T. land at Mahul acquired in connection with the Refineries and Thermal Station			33,965	21
10	Compensation in respect of C. S. Nos. 67 (part) and 600 (part) of Colaba Division, acquired for the Colaba Receiving Station of the B.E.S.T. Undertaking of the Bombay Municipal Corporation			14,192	63
11	Compensation in respect of B.P.T. land at Wadala acquired by the Government of India for Ordnance Factory and Petroleum Depot			24,50,473	45
12	Compensation from Government of India in respect of three plots of P.T. land at Wadala acquired for Jerrican Factory			2,36,733	00
13	Compensation in respect of land acquired by the Bombay Municipal Corporation for improving the corner at the junction of Sewri Road and Jackeria Bunder Road			17,713	33
14	Compensation in respect of land, at the junction of Sewri Station and Sewri Cross Roads, handed over to the Bombay Municipal Corporation			1	00
	Total ..			2,71,22,114	05

REPAYMENTS OF LOANS FROM SINKING FUNDS.

Serial No.	Particulars.	Amount. Rs.	nP
1	Victoria Dock Loan (Government)	98,00,124	62
2	Original Debt (Government)	22,63,672	51
3	Loan of 1903	16,00,000	00
4	Foreshore Securities	27,38,800	00
5	Loan of 1916	25,00,000	00
6	Loan of 1906 (30-year)	6,00,000	00
7	Loan of 1914 (30-year)	38,75,000	00
8	Sterling Loan of 1909	66,66,666	67
9	Sterling Loan of 1910	66,66,666	67
10	Loan of 1930	38,50,000	00
11	Sterling Loan of 1922	2,13,33,333	33
12	Loan of 1913 (47-year)	14,35,876	17
13	Loan of 1915 (45-year)	10,00,000	00
14	Loan of 1924 (35½-year)	11,51,000	00
15	Loan of 1926 (33-5/12-year)	10,25,000	00
16	Loan of 1929 (30-year)	35,00,000	00
17	Loan of 1922 (37½-year)	61,61,000	00
18	Loan of 1930 (30-year)	12,50.000	00
19	Loan of 1936 (23¼-year)	48,04,000	00
20	Loan of 1931 (30-year)	12,50,000	00
	Total ..	8,34,71,139	97

DETAILS OF

CAPITAL EXPENDITURE

1961-62.

14997

CAPITAL ACCOUNT.

SECTION I.

PRINCE'S, VICTORIA AND MEREWETHER DOCKS AND NEW WORKS, ORDINARY.

Serial No.	Particulars.	Revised Estimates (including Engineering Supervision), 1961-62.	Actual Expenditure (including Engineering Supervision), 1961-62.
	PRINCE'S DOCK.	Rs.	Rs. nP
	Works.		
1	Providing 3 new 100′ high rear leading marks and re-erecting two of the three existing rear leading marks to serve as front leading marks complete with electric lights ..	100	....
2	Renewing and realigning the existing 6″ dia. water main along berths 'A' to 'M' by 8″ dia. water main	42,800	47,284 04
3	Providing a Lockfast or a large sized pinjra on the first floor of 'D' Shed and covering the two hoist pit openings with Weldmesh	1,100	378 05
4	Constructing a rubble masonry culvert for 6″ dia. return and 8″ dia. water main pipes along berths A, B to M	5,300	....
	Machinery.		
5	Providing additional testing plant and equipment in the Chain Test House	3,93,300	....
6	Extending 6″ oil pipe line to berths Nos. 'G,' 'N/O,' 'P/Q' and 'M'	72,900	....
	VICTORIA DOCK.		
	Works.		
7	Providing 2 new 100′ high rear leading marks and erecting one of the three rear leading marks removed from Prince's Dock to serve as a front leading mark complete with lights	7,100	....
8	Opening of a subsidiary canteen at shed No. 15	9,600	7,977 86
	Machinery.		
9	Extending 6″ oil pipeline to berths Nos. 10/11, 14 and 15	47,100	....
	MEREWETHER DRY DOCK.		
	Works.		
10	Diversion of fresh water and hydraulic pipelines and paving the four areas on the West Quay with 6″ thick heavy reinforced cement concrete	1,100	138 04
	NEW WORKS, ORDINARY.		
	GENERAL.		
	Works.		
11	*Docks expansion scheme (1962)	1,100	....
12	*Reorganisation of the electrical distribution system in the Docks—		
	(*a*) Phase I—Installing Primary Sub-Station PS2/SS6 and ancillary works	2,79,300	40,576 94
	(*b*) Phase II—Installing Primary Sub-Station PS3/SS14 and ancillary works	5,35,000	219 97
13	*Butcher Island Scheme (Marine Oil Terminal Project)—		
	Construction of a new Marine Oil Terminal at the Port of Bombay—		
	(i) Hydrographic survey and borings		....
	(ii) Marine Structures		243 38
	(iii) Common Bund and manifold foundation at Trombay		....
	(iv) Distribution of oil and water, and firefighting		*Cr.* 108 92
	(v) Cathodic protection of pipelines		*Cr.* 99 60
	(vi) Electric supply, distribution and services		1,14,053 08
	(vii) Telephones and Telecommunications		1,51,644 88
	(viii) Navigational Aids	35,35,000	....
	(ix) Dredging of berths		....
	(x) Floating Craft		....
	(xi) Buildings		1,12,924 97
	(xii) Civil Works on Butcher Island		7,289 58
	(xiii) Distribution of oil and water at Trombay/Sewri		....
	(xiv) Additional works		5,48,155 81
	(xv) Contingencies		6,623 82
	(xvi) Supervision and overhead charges		2,40,784 75
14	*Dredging of the Main Harbour Channel—		
	(*a*) Preliminary work—		
	Construction of a model of Bombay Harbour by the Central Water and Power Research Station at Poona, experiments, surveys, etc.	1,46,900	28,153 63
	(*b*) Main Scheme—Phases I and II	21,40,000	21,81,799 57
15	Fixing boundary stones to demarcate tenancies at Bunders	4,300	1,323 63
16	Construction of 4 M.S. tanks for oily water complete with man-hole, air vent suction pipe and electric pump set	21,400	....
17	*Constructing quarters for Class III employees at Worli Bunder (60 units)	10,700	....
	Carried over ..	72,54,100	34,89,363 48

* Specifically included in the 3rd Five-Year Plan (*vide* Appendix at pages 18 and 19).

CAPITAL ACCOUNT—(*Contd.*)

SECTION I—(*Contd.*)

Serial No.	Particulars.	Revised Estimates (including Engineering Supervision), 1961-62.	Actual Expenditure (including Engineering Supervision), 1961-62.
		Rs.	Rs. nP
	Brought over ..	72,54,100	34,89,363 48
	NEW WORKS ORDINARY—(*Contd.*)		
	GENERAL—(*Concld.*)		
	Machinery.		
18	Harbour Tug " Amar " to replace S.T. " Rose "	54,000	....
19	Providing 8 Venturi Meters on the pipe line at Pir Pau	13,900	....
20	*Purchase of a diesel electric tug " Akshaya " to replace S.T. " Doris "	14,54,800	10,33,104 00
21	*Purchase of 3 tugs " Raja," " Rudra " and " Raman " to replace S.Ts. " Speedy," " Handy " and " Ready "	2,60,000	1,44,576 50
22	*Purchase of an additional diesel tug " Rahul "	86,600	....
23	*Purchase of a new self-propelling grab dredger " Vikas " in replacement of H.G.D. " Chelura "	5,58,200	3,90,438 60
24	*Purchase of a 125-ton Floating Crane in replacement of F.C. " Sarus "	10,000	....
25	Purchase of a 150-ton capacity barge to replace coal barge No. 144	34,000	33,991 30
26	*Purchase of a new diesel Pilot-cum-Air/Sea Rescue Vessel " Venu " in replacement of S.P.V. " Kennery "	12,10,000	29,664 76
27	*Purchase of a new twin-screw diesel-propelled drag suction dredger " Vikram " with a hopper capacity of about 2,000 tons	43,00,000	28,32,983 50
28	Purchase of a 4-ton diesel road roller in replacement of an old one	5,100	2,974 65
29	Installing an automatic wave recorder for Bombay Harbour	9,200	1,431 48
	SASSOON DOCK.		
	Works.		
30	Construction of quarters for Junior Officers at Dumayne Road, Colaba	78,600	68,378 08
31	Construction of quarters for Junior Officers at Dumayne Road, Colaba (Third Block) ..	90,900	30,981 05
	APOLLO RECLAMATION.		
	Works.		
32	Installation of a Passenger Lift at Evelyn House, Henry Road	7,400	5,360 00
	MODY BAY ESTATE.		
	Works.		
33	*Extension of the Administrative offices building	32,100	4,779 35
34	Paving areas behind and adjoining plot No. 32, Ballard Estate	12,100	14,525 64
35	Paving asphalt passage behind Thackersey House, with cement concrete	3,400	....
	ELPHINSTONE ESTATE.		
	Works.		
36	Exchange of Government of Bombay land at Clarke Bunder with the Port Trust land at Sewri	1,300	1,261 56
37	Providing an underground storage tank with pumping arrangements for providing drinking water, together with overhead tanks, and cubicles for taps on each floor at the Wadi Bunder Chawls ' A ' to ' G '	....	*Cr.* 3,228 95
38	Improvement to the Labourers' Chawls at Santa Cruz Estate, Wadi Bunder	33,200	*Cr.* 445 00
39	Extension to the Prince's Dock Dispensary, Frere Road	29,400	14,625 31
40	Renewing and realigning the existing 5" dia. B.P.T. water main at Gamadia Road with 6" dia. water main	1,700	1,095 96
41	Provision of racks for the Disposal Stores Room at the Stores Department	17,000	17,212 54
42	*Construction of family quarters for Fire Service staff at Frere Road	3,91,500	3,37,778 11
43	Enlarging the existing 5" and 3" dia. C.I. B.P.T. water mains in Muzawarpakhadi Road and Malet Road to 6" and 8" dia. respectively and extending the existing 6" dia. B.P.T. Main adjoining Burmah-Shell Installations at Wadi Bunder to connect with the enlarged 6" dia. water main	94,200	1,02,159 87
44	Port Trust's contribution towards the Town Planning Scheme, Bombay City No. 1 (Mandvi and Elphinstone Estate)	5,68,500	5,68,471 00
45	*Constructing quarters for class III employees on plot behind Anderson House (20 units)..	5,100	3,196 13
46	*Constructing quarters for Essential Staff on plots 2, 3, 6 and 7 south of Carnac Bunder Engine House (90 units)	5,100	3,196 13
47	Providing angle iron fencing around the open yard west of Controller of Store's Office ..	4,300	13,235 60
	Workshops—		
48	Reconstructing the Carpenter Shed at the B.P.T. Workshops	....	529 74
49	Constructing a 20-seated lavatory block in the B.P.T. Workshops in replacement of an old 30-seated block	700	564 63
50	Providing intercommunication telephone system at the Workshops	32,100	4,482 92
	Carried over ..	1,66,58,500	91,46,687 94

* Specifically included in the 3rd Five-Year Plan (*vide* Appendix at pages 18 and 19).

CAPITAL ACCOUNT—(*Contd.*)

SECTION I—(*Concld.*)

Serial No.	Particulars.	Revised Estimates (including Engineering Supervision), 1961-62.	Actual Expenditure (including Engineering Supervision), 1961-62.
		Rs.	Rs. nP
	Brought over ..	1,66,58,500	91,46,687 94
	NEW WORKS ORDINARY—(*Concld.*)		
	ELPHINSTONE ESTATE—(*Concld.*)		
	Machinery.		
51	Purchase and installation of one 5-cwt. Electro-pneumatic power hammer without slides	12,000	19 69
52	Purchase and installation of a shearing and punching machine in replacement of an old one to shear plates upto 1″ thickness and punch upto 3¼″	12,600	2,937 60
53	Purchase of two portable diesel Air Compressors	74,000	72,214 00
	MAZAGON-TANK BUNDER ESTATE.		
	Works.		
54	*Constructing quarters for clerical staff at Kalachowkey (2 blocks of 30 units each, and 1 block of 20 units i.e., 80 units)	6,18,800	5,04,919 83
55	Installing a 150 KVA sub-station at Tank Bunder complete with transformer and switch gear	32,100	5,916 38
56	Laying 6″ dia. C.I. fresh water pipe line with standpost hydrants in replacement of existing 4″ and 5″ pipe line at Coal Bunder	73,000	61,736 25
57	Constructing a new building at Brick Bunder for Revenue Office	30,700	27,522 90
58	Asphalting part of the cross road running from Signal Hill Avenue to Bunder Gate near Shed No. 4, Hay Bunder	24,300	17,913 16
59	Providing electric lights with independent meters in individual tenements at the Gangmen's quarters, Panton Bunder	11,800	....
60	*Constructing quarters for Class III and Class IV employees at Panton Bunder (80 units)	7,000	863 56
	SEWRI-WADALA PROPERTIES.		
	Works.		
61	*Building a hospital for Port Trust Staff	1,07,000	....
62	*Constructing quarters for non-scheduled staff at Antop Village :—		
	(*a*) Six blocks (2 of 24 units each and 4 of 16 units each, i.e., 112 units)	6,400	2,408 00
	(*b*) Fourteen blocks (6 of 24 units each and 8 of 16 units each, i.e., 272 units) ..	17,100	17,035 00
	(*c*) Construction of an underground water storage tank with an independent connection, a recreation ground and a Labour Welfare Centre	1,100	*Cr.* 156 07
63	*Constructing quarters for Clerical Staff at Wadala (10 blocks of 20 units each and 1 block of 10 units, i.e., 210 units)	2,67,500	1,40,231 44
64	*Constructing quarters for the Railway Gangmen, Scavengers and Sweepers at Jackeria Bunder (3 blocks of 40 units each, and 1 block of 24 units i.e., 144 units)	1,71,200	1,27,173 63
65	*Constructing quarters for non-scheduled staff at Antop Village (1,560 units)	8,56,000	5,01,890 71
66	*Constructing quarters for Clerical Staff at Reynolds Road, Wadala (120 units)	8,56,000	5,65,651 15
67	*Constructing a Market at Wadala	12,000	4,572 10
68	Constructing a Lavatory block at B.P.T. Dispensary at Wadala	9,800	9,432 13
69	*Constructing quarters for Class III employees on the plot North of B.P.T. School at Wadala	53,500	....
70	Laying an 8″ water main with a separate water connection from the 48″ old Tansa Municipal main at Antop village.	4,600	4,505 21
	PIR PAU.		
	Works.		
71	Providing rubble pitching on the north side of east-west portion of the Common Bund at Pir Pau	10,700	....
72	Filling low-lying area	2,19,300	1,20,956 36
73	*Constructing quarters for Class III and Class IV employees at Pir Pau (572 units) ..	53,500	25,976 62
	BUTCHER ISLAND.		
	Works.		
74	Providing a signal mast at the Administrative offices building	5,300	....
	Total ..	2,02,05,800	1,13,60,407 59

* Specifically included in the 3rd Five-Year Plan (*vide* Appendix at pages 18 and 19).

I. B. DAS GUPTA,
Chief Accountant.

A. L. DIAS,
Chairman.

CAPITAL ACCOUNT—(*Contd.*)

SECTION II.

ALEXANDRA AND HUGHES DOCKS.

Serial No.	Particulars.	Revised Estimates (including Enginee ing Supervision), 1961-62.	Actual Expenditure (including Engineering Supervis on), 1961-62.
		Rs.	Rs. nP
	SHEDS.		
	Works.		
75	Constructing lockfasts in sheds Nos. 19 and 20	2,800	....
	MISCELLANEOUS CONTINGENT WORKS.		
	Works.		
76	*Extension of the Passenger Terminal, Ballard Pier	29,200	....
77	Renewing and realigning the existing 6″ and 4″ dia. water mains from No. 2 shed to the underground water storage tank at Mole Station, Ballard Pier, by 8″ dia. water main ..	65,200	68,652 06
78	Providing a storage tank for oil bunkers near berth 17	10,700	....
79	Providing new 6″ diametered branch connection in replcement of the existing one from 12″ Municipal Main at Wittet Road for 1,75,000 gallons capacity underground water storage tank at Ballard Pier	14,100	9,416 13
80	Constructing a building to accommodate the Workshops, stores and offices of the Hydraulic Establishment, Alexandra Dock and Electrical Foreman for Cranes	1,100	....
81	Providing office accommodation for the staff of the Labour Office of the Docks Department to the south of the office of the Deputy Manager, Hamallage, Alexandra Dock	32,100	7,057 49
82	Constructing a steel pale fencing from Green Gate to Ballard Pier Harbour Wall ..	15,000	16,000 88
83	Constructing a four-seated lavatory block with three urinals and four wash basins at Shed No. 18	10,700	6,507 08
84	Constructing a 4,00,000-gallon capacity water storage tank at Ballard Pier	10,700	....
	Machinery.		
85	*Purchase and erection of 54 Nos. electric cranes in Alexandra Dock :—		
	(*a*) (i) 39 Nos. 3-ton with maximum radius 63′	64,20,000	47,83,760 85
	(ii) 11 Nos. 6-ton with maximum radius 63′		
	(iii) 4 Nos. 3-ton with maximum radius 75′		
	(*b*) Electric supply	16,26,400	1,12,926 75
	(*c*) Ancillary civil and electrical works		
86	*Construction of a new bridge in replacement of the existing Rim Bascule Bridge over the Entrance Lock, Alexandra Dock	53,500	4,855 00
	Total ..	82,91,500	50,09,176 24

* Specifically included in the 3rd Five-Year Plan (*vide* Appendix at pages 18 and 19).

I. B. DAS GUPTA,
Chief Accountant.

A. L. DIAS,
Chairman.

CAPITAL ACCOUNT—(*Concld.*)

SECTION III.

PORT TRUST RAILWAY AND DEPOTS.

Serial No.	Particulars.	Revised Estimates (including Engineering Supervision), 1961-62.	Actual Expenditure (including Engineering Supervision), 1961-62.
		Rs.	Rs. nP
	WADALA RECLAMATION.		
	Works.		
	Roads—		
87	Diversion of Antop Hill Road *via* Gowari Level Crossing	26,700	....
	Filling—		
88	Surfacing the plot of land at Wadala	21,400	36,339 87
89	Filling up the low lying area north of Loco Shed near the Down Hump of the B.P.T. Railway Yard, Wadala	4,900	4,862 88
	MAIN LINES AND SIDINGS.		
	Works.		
90	General (Miscellaneous minor extensions and alterations)	....	*Cr.* 6,316 32
91	Laying additional railway sidings at Wadala, Oil Depot, Cotton Depot and Victoria Dock within the Bombay Port Trust Railway limits	83,000	840 66
92	Construction of a railway siding and covered platform at Down Departure Yard, Wadala	16,100	....
93	Providing second Hump line and carrying out additions and alterations to the Down Arrival and Departure Railway Yards at Wadala	88,100	19,301 20
	ROLLING STOCK.		
	Machinery.		
94	*Purchase of 10 Nos. diesel hydraulic locomotives through the India Supply Mission under the " Colombo Plan "	2,76,500	33,40,469 73
	CONTINGENT WORKS.		
	Works.		
95	Constructing a foot-bridge at Wadala over the B.P.T. and Central Harbour Branch Railway Lines	500	250 00
96	Extending the Wagon Repairs shed, at Grain Depot	11,300	3,200 66
97	Providing fire hydrants and construction of an underground water storage tank, etc., in the B.P.T. Railway Yard at Wadala	6,800	....
98	Constructing a shed for Diesel Locos with necessary rail connection at Wadala	5,60,900	4,13,562 45
99	Providing precast R.C.C. compound wall around the Loco Yard, Wadala	500	....
100	Constructing a trespass-proof R.C.C. fencing 6′-0″ high around Stores Yard at Wadala, Section No. 1	100	....
101	Laying 4″ dia. C.I. fresh water main with four hydrants at Wadala Incinerator plot ..	1,800	....
102	Providing a trespass-proof R.C.C. fencing at the Railway Yard at Wadala	1,100	....
103	Constructing a tiffin-cum-rest room at the Wagon Repairs Shop, Grain Depot	5,400	....
104	Providing office accommodation at 'F' Platform, Cotton Depot for the Railway Department	15,000	....
105	Providing a trespass-proof fencing 6′ high opp. Primary School Wadala to the north of the existing pale fencing along Main Lines	11,300	10,021 38
106	Improving the drainage system of and carrying out minor repairs to 10 Nos. 6-seated lavatory blocks with two urinals at Cotton Depot	15,000	13,315 65
107	Diversion of 2′-3″ × 3′-00″ double barrel drain by providing a 42″ dia. R.C.C. Hume Pipe drain for a length of 1,000′ in connection with the acquisition by Government of C.S. No. 19/358 (part) of Dadar Naigaum Division for Ordnance Factory and Petroleum Depot	53,500	25,729 92
	Machinery.		
108	Purchase and installation of one 150-metric ton Rail Weighbridge with platforms of 100-ton Strength at Railway Yard, Wadala	2,22,700	1,66,957 34
	Total ..	14,22,600	40,28,535 42

* Specifically included in the 3rd Five-Year Plan (*vide* Appendix at pages 18 and 19).

I. B. DAS GUPTA,
Chief Accountant.

A. L. DIAS,
Chairman.

SUMMARY OF CAPITAL ACCOUNT.

STATEMENT OF WAYS AND MEANS AS AT 31ST MARCH 1962.

DETAILS.	Rs.	nP	Amount. Rs.	nP
Capital Balance on 1st April 1961 (being the unspent amount from the Loans from Government for the Butcher Island Scheme)	2,06,768	41		
Add—RECEIPTS DURING 1961-62 :—				
Special Capital Receipts—				
(i) Compensation from the Government of India in respect of 3 Plots of P. T. land at Wadala, acquired for Jerrican Factory (T. Rs. Nos. 88 of 1959 and 581 of 1961)..	2,36,733	00		
(ii) Compensation in respect of land acquired by the Bombay Municipal Corporation for improving the corner at the Junction of Sewri Road and Jackeria Bunder Road (T. Rs. Nos. 558 and 782 of 1960)	17,713	33		
(iii) Compensation in respect of land at the junction of Sewri Station and Sewri Cross Roads handed over to the Bombay Municipal Corporation (T.R. No. 398 of 1957)..	1	00		
(iv) " On Account " Payment towards the Share payable by Government in fulfilment of their obligations in connection with the Scheme for the Extension of the Ballard Pier (T.R. No. 200 of 1962)	1,00,00,000	00		
Sale proceeds of Board's Property	2,32,666	87		
Appropriation from—				
(i) General Reserve Fund	77,70,820	18		
(ii) Renewal and Replacements Fund	19,18,584	08		
(iii) Pilotage Depreciation Fund	14,832	38		
Total Receipts ..			2,03,98,119	25
Deduct—EXPENDITURE DURING 1961-62 :—				
Section I—Prince's, Victoria and Merewether Docks and New Works, Ordinary, page 14	1,13,60,407	59		
Section II—Alexandra and Hughes Docks, page 15	50,09,176	24		
Section III—Port Trust Railway and Depots, page 16	40,28,535	42		
Total Expenditure ..			2,03,98,119	25
Balance as at 31st March 1962			....	

I. B. DAS GUPTA,
Chief Accountant.

A. L. DIAS,
Chairman.

APPENDIX

STATEMENT SHOWING THE EXPENDITURE DURING THE YEAR 1961-62 ON THE WORKS INCLUDED IN THE THIRD FIVE-YEAR PLAN.

Serial No.	Particulars.	Revised Estimates (including Engineering Supervision), 1961-62.	Actual Expenditure (including Engineering Supervision), 1961-62.
		Rs.	Rs. nP
	(A) DOCKS AND BERTHS.		
1	*Docks expansion Scheme (1962)	1,100	....
2	*Butcher Island Scheme—		
	(a) Construction of a new Marine Oil Terminal at the Port of Bombay		
	(b) Construction of a common bund at Pir Pau (P.T. share of cost and cost of acquisition of land)	35,35,000	11,81,511 75
3	*Extension of the Passenger Terminal, Ballard Pier	29,200	....
	(B) SHEDS, WAREHOUSES AND OTHER BUILDINGS.		
4	Extension of the Administrative Offices building	32,100	4,779 35
	(C) DREDGING.		
5	*Dredging of the Main Harbour Channel—		
	(a) Preliminary work—Construction of a model of Bombay Harbour by the Central Water and Power Research Station at Poona, experiments, surveys, etc. ..	1,46,900	28,153 63
	(b) Main Scheme—Phases I & II	21,40,000	21,81,799 57
	(D) WATER SUPPLY, ELECTRICITY AND DRAINAGE.		
6	*Reorganisation of the electrical distribution system in the Docks— Execution—		
	(a) Phase I—Installing primary sub-station PS2/SS6 and ancillary works	2,79,300	40,576 94
	(b) Phase II—Installing primary sub-station PS3/SS14 and ancillary works	5,35,000	219 97
	(E) FLOATING CRAFT.		
7	*Purchase of a diesel electric tug " Akshaya " to replace S.T. " Doris "	14,54,800	10,33,104 00
8	*Purchase of 3 tugs " Raja," " Rudra " and " Raman " to replace S.Ts. " Speedy," " Handy " and " Ready "	2,60,000	1,44,576 50
9	*Purchase of an additional diesel tug " Rahul "	86,600	....
10	*Purchase of a new self-propelling grab dredger " Vikas " in replacement of H.G.D. " Chelura "	5,58,200	3,90,43 60
11	*Purchase of a 125-ton Floating Crane in replacement of F.C. " Sarus "	10,000	....
12	*Purchase of a new diesel Pilot-cum-Air/Sea Rescue Vessel " Venu " in replacement of S.P.V. " Kennery "	12,10,000	29,664 76
13	*Purchase of a new twin-screw diesel-propelled drag suction dredger " Vikram " with a hopper capacity of about 2,000 tons	43,00,000	28,32,983 50
	(F) PORT EQUIPMENT.		
14	*Purchase and erection of 54 Nos. electric cranes in Alexandra Dock :—		
	(a) (i) 39 Nos. 3-ton with maximum radius 63′		
	(ii) 11 Nos. 6-ton with maximum radius 63′	64,20,000	47,83,760 85
	(iii) 4 Nos. 3-ton with maximum radius 75′		
	(b) Electric supply		
	(c) Ancillary civil and electrical works	16,26,400	1,12,926 75
15	Purchase of 10 Nos. Diesel Hydraulic Locomotives through the India Supply Mission under the " Colombo Plan "	2,76,500	33,40,469 73
	(G) RIM BASCULE BRIDGE.		
16	*Construction of a new bridge in replacement of the existing Rim Bascule Bridge over the Entrance Lock, Alexandra Dock	53,500	4,855 00
	Carried over ..	2,29,54,600	1,61,09,820 90

* Spillover from the 2nd Five-Year Plan.

APPENDIX—(*Concld.*)

STATEMENT SHOWING THE EXPENDITURE DURING THE YEAR 1961-62 ON THE WORKS INCLUDED IN THE THIRD FIVE-YEAR PLAN—(*Concld.*)

Serial No.	Particulars.	Revised Estimates (including Engineering Supervision), 1961-62.	Actual Expenditure (including Engineering Supervision), 1961-62.
		Rs.	Rs. nP
	Brought over ..	2,29,54,600	1,61,09,820 90
	(H) HOUSING.		
	GENERAL.		
17	Constructing quarters for Class III employees at Worli Bunder (60 units)	10,700	....
	ELPHINSTONE ESTATE.		
18	*Construction of family quarters for Fire Service Staff at Frere Road	3,91,500	3,37,778 11
19	Constructing quarters for Class III employees on plot behind Anderson House (20 units)	5,100	3,196 13
20	Constructing quarters for Essential Staff on Plots 2, 3, 6 and 7, South of Cranac Bunder Engine House (90 units)	5,100	3,196 13
	MAZAGON-TANK BUNDER ESTATE.		
21	*Constructing quarters for Clerical Staff at Kalachowkey (2 blocks of 30 units each, and 1 block of 20 units i.e., 80 units)	6,18,800	5,04,919 83
22	Constructing quarters for Class III and Class IV employees at Panton Bunder (80 units)	7,000	863 56
	SEWRI-WADALA PROPERTIES.		
23	*Constructing quarters for non-scheduled staff at Antop Village (928 units) :—		
	(*a*) Six blocks (2 of 24 units each and 4 of 16 units each, i.e., 112 units)	6,400	2,408 00
	(*b*) Fourteen blocks (6 of 24 units each and 8 of 16 units each, i.e., 272 units) ..	17,100	17,035 00
	(*c*) Construction of an underground water storage tank with an independant water connection, a recreation ground and a Labour Welfare Centre	1,100	*Cr.* 156 07
24	*Constructing quarters for Clerical Staff at Wadala (10 blocks of 20 units each and 1 block of 10 units, i.e., 210 units)	2,67,500	1,40,231 44
25	*Constructing quarters for the Railway Gangmen, Scavengers and Sweepers at Jackeria Bunder (3 blocks of 40 units each, and 1 block of 24 units i.e., 144 units)	1,71,200	1,27,173 63
26	*Constructing quarters for non-scheduled staff at Antop Village (1,560 units)	8,56,000	5,01,890 71
27	*Constructing quarters for Clerical Staff at Reynolds Road, Wadala (120 units)	8,56,000	5,65,651 15
28	*Constructing a Market at Wadala	12,000	4,572 10
29	Constructing quarters for Class III employees on the plot north of the B.P.T. School at Wadala	53,500	....
	PIR PAU.		
30	Constructing quarters for Class III and Class IV employees at Pir Pau (572 units) ..	53,500	25,976 62
	(I) WELFARE SCHEME.		
31	*Building a hospital for Port Trust Staff	1,07,000	....
32	(J) MISCELLANEOUS CAPITAL RENEWAL AND REPLACEMENT WORKS.		
	(*a*) Total of carry forward items from the 2nd Five-Year Plan	32,93,000	19,47,416 91
	(*b*) Total of new items	2,32,800	1,06,145 10
	Total ..	2,99,19,900	2,03,98,119 25

* Spillover from the 2nd Five-Year Plan.

PART II

REVENUE ACCOUNTS

1961-62

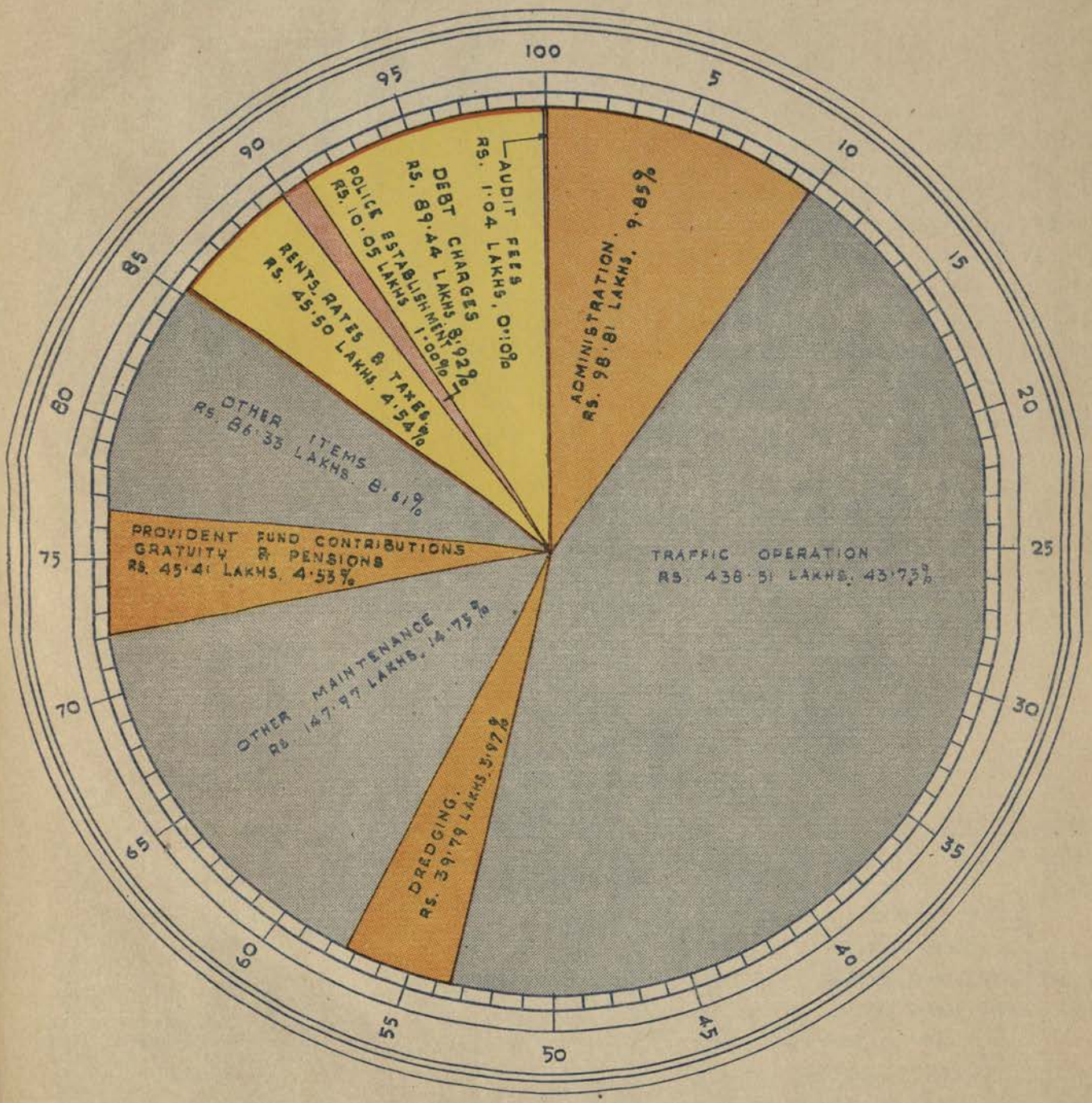
SUMMARY OF REVENUE ACCOUNTS FOR 1961-62.

	Revised Estimates.			Actuals.			
	Revenue Proper. Rs.	Surcharge. Rs.	Total. Rs.	Revenue Proper. Rs. nP	Surcharge. Rs. nP	Total. Rs. nP	Grand Total. Rs. nP
Ordinary Revenue Receipts—							
General Account—							
Wet Docks	4,70,31,000	1,62,000	4,71,93,000	4,74,95,623 94	1,39,132 58	4,76,34,756 52	
Bunders	4,07,63,000	5,000	4,07,68,000	4,08,94,523 31	4,197 44	4,08,98,720 75	
Lands and Buildings	2,44,25,000	....	2,44,25,000	2,52,07,105 90	....	2,52,07,105 90	
Railway Department	77,60,000	....	77,60,000	76,17,414 81	....	76,17,414 81	
Dry Docks	3,80,600	....	3,80,600	4,38,527 22	....	4,38,527 22	
Port Department	15,36,000	....	15,36,000	15,45,773 37	....	15,45,773 37	
Interest and Miscellaneous	1,47,70,000	....	1,47,70,000	1,47,19,825 35	....	1,47,19,825 35	
Total General Account	13,66,65,600	1,67,000	13,68,32,600	13,79,18,793 90	1,43,330 02	13,80,62,123 92	
Pilotage Account	22,80,000	4,40,000	27,20,000	23,20,490 53	4,48,164 99	27,68,655 52	
Total	13,89,45,600	6,07,000	13,95,52,600	14,02,39,284 43	5,91,495 01	14,08,30,779 44	14,08,30,779 44
Ordinary Revenue Expenditure—							
General Account—							
General Charges			1,62,33,200			1,50,65,391 48	
Wet Docks			5,02,51,100			4,34,74,872 62	
Bunders			60,02,500			50,42,252 41	
Lands and Buildings			55,29,800			43,28,906 69	
Railway Department			81,84,100			75,54,769 72	
Dry Docks			12,79,700			13,96,833 59	
Port Department			34,33,300			29,05,087 14	
Renewals and Replacements			1,01,12,000			1,01,12,000 00	
Debt Charges			89,44,800			89,44,740 10	
Total General Account			10,99,70,500			9,88,24,853 75	
Pilotage Account—							
Actual Expenditure		16,43,700			14,60,416 14		
Add—Surplus transferred to (i) Pilotage Reserve Fund		....			....		
(ii) Pilotage Suspense Account		10,76,300	27,20,000		13,08,239 38		
						27,68,655 52	
Total			11,26,90,500			10,15,93,509 27	10,15,93,509 27
Revenue Surplus on General Account, 1961-62			2,68,62,100				3,92,37,270 17
Special Receipts—							
Interest on investments held in General Sinking Fund		21,32,100				21,31,017 79	
Contributions from other Funds—							
(*a*) General Reserve Fund		2,65,57,500				88,27,134 53	
(*b*) Pilotage Depreciation Fund		6,10,300				17,525 74	
(*c*) Fire and Motor Insurance Fund		4,200				809 23	
(*d*) Renewals and Replacements Fund		1,06,38,800				36,20,181 58	
Other Receipts		....				....	
			3,99,42,900				1,45,96,668 87
Special Expenditure—							
Interest on investments held in General Sinking Fund—							
(*a*) Transfer of improvement to Sinking Fund		16,60,300			16,60,350 38		
(*b*) Transfer of surplus interest to Sinking Fund		4,71,800			4,70,667 41		
						21,31,017 79	
Expenditure out of amounts withdrawn from Funds—							
(*a*) General Reserve Fund		2,65,57,500				88,27,134 53	
(*b*) Pilotage Depreciation Fund		6,10,300				17,525 74	
(*c*) Fire and Motor Insurance Fund		4,200				809 23	
(*d*) Renewals and Replacements Fund		1,06,38,800				36,20,181 58	
Miscellaneous		....				....	
			3,99,42,900				1,45,96,668 87

I. B. DAS GUPTA,
Chief Accountant.

A. L. DIAS,
Chairman.

DIAGRAM SHOWING THE RELATIVE PROPORTIONS OF THE BOARD'S REVENUE EXPENDITURE FOR THE YEAR 1961-1962. CLASSIFIED INTO CONTROLLABLE AND UNCONTROLLABLE EXPENDITURE.


CONTROLLABLE EXPENDITURE
UNCONTROLLABLE EXPENDITURE
AUDIT FEES RS. 1·04 LAKHS. 0·10%
DEBT CHARGES RS. 89·44 LAKHS 8·92%
POLICE ESTABLISHMENT RS. 10·05 LAKHS 1·00%
RENTS, RATES & TAXES RS. 45·50 LAKHS. 4·54%
OTHER ITEMS RS. 86·33 LAKHS. 8·61%
PROVIDENT FUND CONTRIBUTIONS GRATUITY & PENSIONS RS. 45·41 LAKHS. 4·53%
OTHER MAINTENANCE RS. 147·97 LAKHS. 14·75%
DREDGING RS. 39·79 LAKHS. 3·97%
ADMINISTRATION RS. 98·81 LAKHS. 9·85%
TRAFFIC OPERATION RS. 438·51 LAKHS. 43·73%

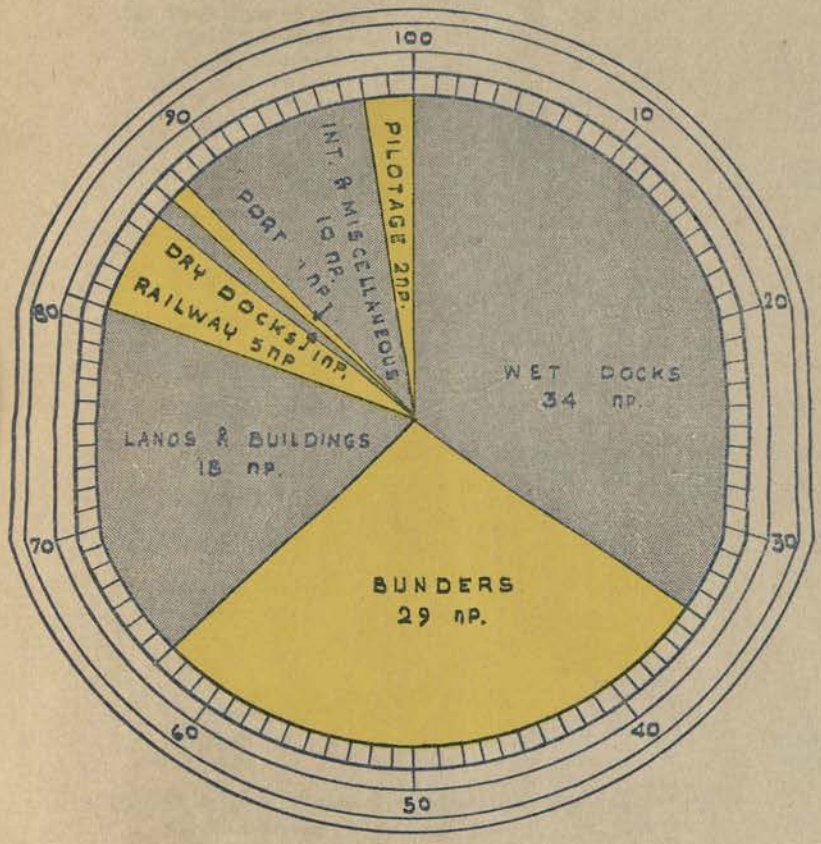
EXPENDITURE

	RS. [LAKHS]	
GENERAL ACCOUNT.	988.25.	
PILOTAGE ACCOUNT.	14.60.	
TOTAL	1,002·85	
CONTROLLABLE EXPENDITURE	856·82	[85·44%]
UNCONTROLLABLE EXPENDITURE	146·03	[14·56%]
TOTAL	1,002·85	

DIAGRAMS SHOWING THE DISTRIBUTION OF EACH RUPEE OF REVENUE AND EXPENDITURE.

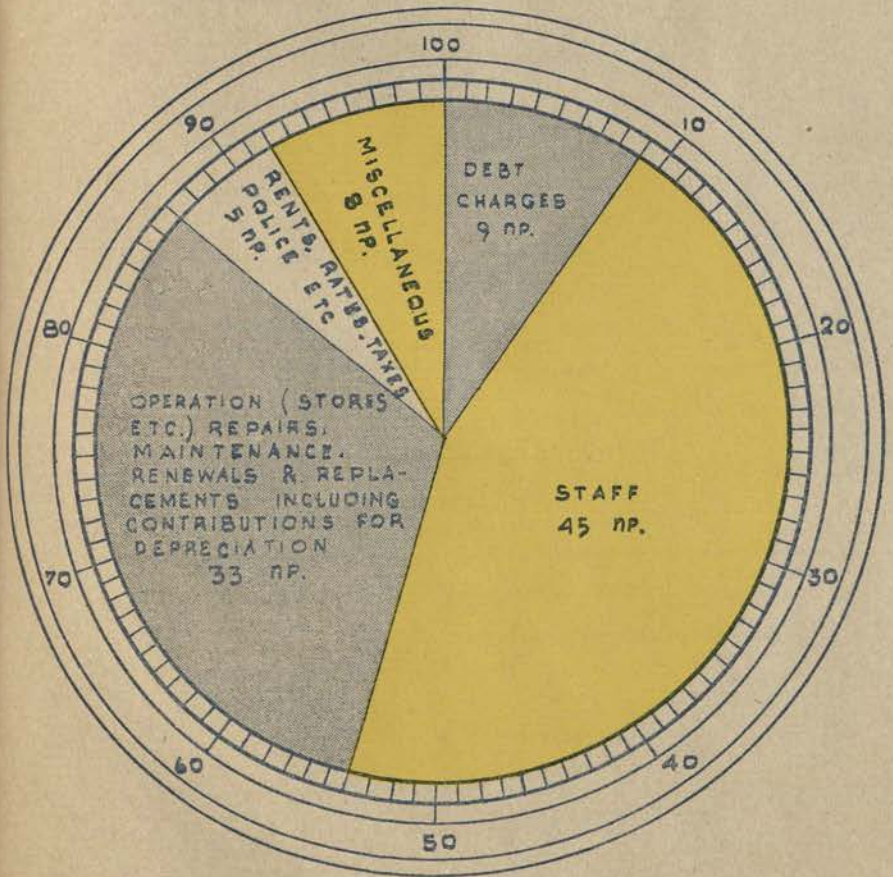
1961 — 1962.

RECEIPTS



	RS. IN LAKHS.
WET DOCKS	476 · 35.
BUNDERS	408 · 98.
LANDS & BUILDINGS	252 · 07.
RAILWAY	76 · 17.
DRY DOCKS	4 · 39.
PORT	15 · 46.
INT. & MISCELLANEOUS	147 · 20.
PILOTAGE	27 · 69.
TOTAL	1408 · 31.

EXPENDITURE



	RS. IN LAKHS.
DEBT CHARGES	89 · 45
STAFF	453 · 06
OPERATION [STORES, ETC.] REPAIRS, MAINTENANCE, RENEWALS & REPLACEMENTS INCLUDING CONTRIBUTIONS FOR DEPRECIATION.	333 · 55
RENTS, RATES, TAXES, POLICE, ETC.	51 · 95
MISCELLANEOUS	74 · 84
TOTAL	1002 · 85

ABSTRACT OF REVENUE ACCOUNT—RECEIPTS.

Major and Minor Heads.	Revised Estimates, 1961-62.		Actual Receipts from 1st April 1961 to 31st March 1962.			
GENERAL ACCOUNT.	Rs.	Rs.	Rs.	nP	Rs.	nP
I.—Wet Docks.						
1. Dock dues on goods—						
(a) Wharfage—						
Import	1,32,50,000		1,36,07,203	06		
Export	58,00,000		57,71,854	13		
(b) Transhipment and overside charges	1,07,000		1,13,287	46		
(c) Unloading of carts and wagons	3,58,000		3,64,996	07		
2. (a) Ground rents	2,00,000		2,88,880	46		
(b) Demurrage fees	1,55,00,000		1,55,59,906	42		
3. Storage of goods in warehouses	2,85,000		3,19,764	82		
4. Dock dues on vessels	18,45,000		18,23,108	63		
5. Dock dues on country craft	70,000		65,808	46		
6. Water supply to shipping	6,50,000		6,20,870	33		
7. Night and holiday work	25,50,000		26,04,207	59†		
8. Cranage and hire of plant and gear and tugs	42,36,000		41,93,422	53		
9. Handling charges	16,62,500		16,76,663	99		
10. Miscellaneous	5,16,000		4,85,208	75		
11. Unallocated revenue	1,500		441	24		
12. Surcharge	1,62,000		1,39,132	58		
		4,71,93,000			4,76,34,756	52
II.—Bunders.						
1. Wharfage—						
Import	3,48,50,000		3,53,60,741	48		
Export	41,50,000		38,61,239	19		
2. Rents and storage fees (Demurrage fees and wharf ground rents)	4,05,000		4,37,427	96		
3. Commission for collecting Municipal Town Duty ..	90,000		81,883	42		
4. Miscellaneous	12,68,000		11,53,231	26		
5. Surcharge	5,000		4,197	44		
		4,07,68,000			4,08,98,720	75
III.—Lands and Buildings.						
1. Ground and godown rents	2,36,00,000		2,42,98,580	96		
2. Rent of quarters and chawls	3,63,000		4,09,770	03		
3. Miscellaneous	4,62,000		4,98,754	91		
		2,44,25,000			2,52,07,105	90*
IV.—Railway Department.						
1. Freight—						
(a) Local	4,25,000		4,20,497	40		
(b) Through	27,05,000		28,85,443	16		
(c) Siding charges on foreign wagons	4,50,000		4,77,137	50		
2. Terminal charges	37,00,000		32,39,031	22		
3. Miscellaneous	4,80,000		5,95,305	53		
		77,60,000			76,17,414	81
Carried over ..		12,01,46,000			12,13,57,997	98

* Rs. 12,50,371.87 Collected by the Docks Department.

	Rs. nP
Night work charges recovered on working days	20,21,865.58
Holiday work charges—	
(a) Day	26,786.28
(b) Night	11,268.60
Sunday work charges	5,44,287.13
Total ..	26,04,207.59†

ABSTRACT OF REVENUE ACCOUNT—RECEIPTS—*Concld.*

Major and Minor Heads.	Revised Estimates, 1961-62.		Actual Receipts from 1st April 1961 to 31st March 1962.			
GENERAL ACCOUNT—*Concld.*	Rs.	Rs.	Rs.	nP	Rs.	nP
Brought over ..		12,01,46,000			12,13,57,997	98
V.—Dry Docks.						
1. Dues on vessels	3,75,000		4,32,922	22		
2. Miscellaneous (allowance by the Municipality for maintenance and lighting of wharf roads)	5,600		5,605	00		
		3,80,600			4,38,527	22
VI.—Port Department.						
1. Port dues on vessels	11,50,000		11,80,838	02		
2. Port dues on country craft	60,000		59,207	35		
3. Miscellaneous	3,26,000		3,05,728	00		
		15,36,000			15,45,773	37
VII.—Interest and Miscellaneous.						
1. Interest on investments held in—						
(a) General Reserve Fund	49,10,100		49,10,087	65		
(b) Fire and Motor Insurance Fund	69,500		69,465	09		
(c) Provident Fund, General Account	17,76,600		17,87,425	58		
(d) Renewals and Replacements Fund	23,12,400		23,12,415	48		
2. Interest on cash balances	33,27,000		32,91,914	92		
3. Miscellaneous sundry receipts	23,72,300		23,32,130	63		
4. Other Receipts—						
(a) Receipts from depreciation of plant used on Capital Works	1,600		1,625	00		
(b) Rental of telephone lines in the installations of Standard-Vacuum, Caltex and Burmah-Shell.	500		611	00		
(c) Royalty received from the Garrison Engineer, Bombay for the use of the model of the Bombay Harbour	....		10,000	00		
(d) Recovery of liquidated damages from—						
(i) Messrs. Pearl Construction Co., Contractors for the construction of—						
(a) A Canteen building North of No. 15 Shed, Victoria Dock	....		1,680	00		
(b) A lavatory block at Malet Bunder..	....		1,530	00		
(ii) Messrs. K. Mohan & Co., Contractors for test borings and soil load tests for construction of quarters at various sites on P.T. Estates	....		500	00		
(iii) Shri S. V. Jiwani, Contractor for the construction of a lavatory block at Wadala Dispensary	....		440	00		
		1,47,70,000			1,47,19,825	35
Total General Account ..		13,68,32,600			13,80,62,123	92
IX.—SPECIAL RECEIPTS.						
1. Interest on investments held in General Sinking Fund..	21,32,100		21,31,017	79		
2. Contributions from other Funds—						
(a) General Reserve Fund	2,65,57,500		88,27,134	53		
(b) Pilotage Depreciation Fund	6,10,300		17,525	74		
(c) Fire and Motor Insurance Fund	4,200		809	23		
(d) Renewals and Replacements Fund	1,06,38,800		36,20,181	58		
3. Other Receipts	....		....			
		3,99,42,900			1,45,96,668	87
Grand Total ..		17,67,75,500			15,26,58,792	79

I. B. DAS GUPTA,
Chief Accountant.

A. L. DIAS,
Chairman.

ABSTRACT OF REVENUE ACCOUNT—EXPENDITURE.

Major and Minor Heads.	Revised Estimates, 1961-62.		Actual Expenditure from 1st April 1961 to 31st March 1962.	
GENERAL ACCOUNT.	Rs.	Rs.	Rs. nP	Rs. nP
I.—General Charges.				
1. (A) Chairman's salary, allowances, etc.	62,400		63,810 99	
(B) General Manager's salary, allowances, etc.	41,100		33,320 97	
2. Trustees' fees	11,400		9,090 00	
3. Secretary's Department and Contingencies	4,12,900		3,43,181 64	
4. Chief Accountant's Department and Contingencies	20,19,700		19,90,349 91	
5. Chief Engineer's Department and Contingencies	17,95,300		16,21,478 08	
Less—Chargeable to Capital, Special Expenditure and Pilotage Account	*Cr.* 5,00,000		*Cr.* 6,13,549 00	
6. Workshops	18,58,200		16,55,192 57	
Less—Charges distributed over Works	*Cr.* 12,00,000		*Cr.* 11,81,813 02	
7. Stores Department and Contingencies	9,49,000		8,03,096 19	
Less—Chargeable to Capital, Special Expenditure and Pilotage Account	*Cr.* 90,000		*Cr.* 71,344 67	
8. Repairs and Maintenance of Administrative Offices	1,03,400		85,053 02	
9. Medical Aid	5,23,900		5,08,549 47	
10. Labour Department	1,83,400		1,81,364 12	
11. Legal Establishment and Contingencies	84,000		89,833 59	
12. Government Audit Fees	1,93,600		1,03,699 00	
13. Contributions to Provident Fund—				
(A) Contributions	23,70,000		22,65,955 47	
(B) Interest—				
(*a*) Provident Fund	15,25,000		14,91,708 28	
(*b*) Annuity Fund	100		53 99	
14. Special Contributions and Pensions	7,16,600		6,92,565 39	
15. Repairs and Maintenance of Chief Engineer's Flotilla, Barges and Salvage Plant—				
(*a*) Flotilla and Barges	5,09,000		5,17,308 10	
(*b*) Salvage Plant	4,13,500		4,28,273 11	
Less—Charges distributed over Works	*Cr.* 1,61,000		*Cr.* 2,28,782 10	
16. Miscellaneous	2,72,100		2,56,466 13	
17. Other expenses—				
(1) Armed Police Guard at the Administrative Offices and for transport of cash (T. R. No. 1039 of 1957)	26,500		26,500 00	
(2) Lump sum provision for entertainment	3,000		2,289 69	
(3) Compensation to certain employees of the Wagon Repairs Shop for loss of their personal belongings in a theft at the Shop (T. R. No. 98 of 1959)	100		....	
(4) Compensation payable to certain Workshops employees for loss of their personal belongings in an accident (T. R. No. 769 of 1956)	100		....	
(5) Compensation payable to a Hoistman for loss of his personal belongings in a fire at Shed No. 6, Alexandra Dock (T. R. No. 643 of 1961)	100		76 37	
(6) Reorganisation of the Watch and Ward Staff (T. Rs. Nos. 735 of 1961 and 236 of 1962)	5,400		4,004 46	
(7) Republic Day—Illumination of P.T. Buildings (T. Rs. Nos. 31 and 637 of 1961)	8,000		6,020 00	
(8) Physical Verification of P. T. assets and Compilation of Property Register (T. R. No. 710 of 1959)	28,900		24,239 42	
(9) Purchase of one Master Distributor Tester for the Motor-Shop, Workshops (T. R. No. 716 of 1957)	6,000		....	
(10) Purchase of one hydraulic pipe bending machine for Coppersmith Shop at B. P. T. Workshops (T. R. No. 448 of 1958)	2,600		183 22	
(11) Providing a fire hydrant near Slipways Nos. 3, 4 and 5 at the Workshops (T. R. No. 688 of 1960)	5,400		1,401 05	
(12) Purchase of a Printing Machine for the Mechanical Superintendent's Drawing Office	10,000		....	
(13) Constructing 3 Nos. wooden chowkeys for the Bucket Section at the Workshops (T. Rs. Nos. 531 of 1960 and 155 of 1961)	9,800		8,747 66	
(14) Improving the lighting in the Blacksmith and Machine Shops at the Workshops (T. R. No. 23 of 1961)	5,000		4,518 15	
(15) Providing a hot air oven with thermostatic control for baking windings of electric motors, generators, solenoids of control gear, etc., for Electrical Establishment, Northern Division (T. R. No. 688 of 1960)	6,000		....	
(16) Improving the lighting in the Controller of Store's Office and Depots (T. R. No. 54 of 1960)	17,000		....	
Carried over	1,22,26,600		1,11,22,841 25	

ABSTRACT OF REVENUE ACCOUNT—EXPENDITURE—*Contd.*

Major and Minor Heads.	Revised Estimates, 1961-62.		Actual Expenditure from 1st April 1961 to 31st March 1962.			
GENERAL ACCOUNT—*Contd.*	Rs.	Rs.	Rs.	nP	Rs.	nP
I.—General Charges—*Concld.*						
Brought over ..	1,22,26,600		1,11,22,841	25		
17. Osher expenses—*Concld.*						
(17) Provision of mild steel and wooden racks in the extension of the Stores Office and Store Room (T. R. No. 219 of 1961)	15,500		....			
(18) Purchase of one "Bradma" electric Printing machine and one Embossing machine for the Stores Department (T. R. No. 583 of 1960) ..	26,000		25,162	32		
(19) Purchase of an "Ozalid Duplex Zaprinter," Printing machine for the Chief Engineer's Department (T. R. No. 458 of 1958) ..	8,000		....			
(20) Enclosing the six southern side wall bays of Boiler Shop at the Workshops (T. R. No. 924 of 1961)	5,000		3,755	72		
(21) Constructing an open boat shed for keeping the Pilot Vessel's boats at the Workshops (T. R. No. 447 of 1961)	6,000		3,842	20		
(22) Lump sum provision for Implementing (i) Trustees' decisions on the Second Pay Commission's recommendations and (ii) "Jeejeebhoy Committee's" decisions ..	40,00,000		40,32,713	63		
(23) Photographic record of the Works Comprised in the Butcher Island Scheme (T. Rs. Nos. 955 of 1953, 780 and 858 of 1955 and 332 of 1958) ..	....		*Cr.* 21,313	12		
(24) Miscellaneous works, each costing Rs. 5,000 and below	54,900		9,135	70		
	1,63,42,000		1,51,76,137	70		
Less—Share of General Charges chargeable to Pilotage Account	*Cr.* 1,08,800		*Cr.* 1,10,746	22		
		1,62,33,200			1,50,65,391	48
II.—Wet Docks.						
1. Docks Establishment and Contingencies	63,10,000		60,00,758	79		
2. Warehouse Establishment	3,29,000		2,98,415	80		
3. Hamallage Establishment	1,74,17,000		1,46,07,292	46		
4. Sanitary Establishment	7,04,600		6,85,334	22		
5. Police including Armed Guard	7,23,600		7,09,815	74		
6. Rents, rates and taxes	45,02,300		24,65,185	04		
7. Repairs and maintenance of Buildings, Wharves, etc..	13,11,600		12,07,612	07		
8. Repairs and maintenance of Plant and Machinery ..	18,94,400		16,45,434	97		
9. Repairs and maintenance of Cranes	60,86,900		64,30,470	11		
10. Dredging	39,03,900		34,36,624	99		
11. Repairs and maintenance of Tugs, Launches and Barges	33,50,400		29,59,381	32		
12. New Minor Works—						
(*a*) items costing over Rs. 5,000	4,84,400		1,67,057	81		
(*b*) items costing Rs. 5,000 and below	1,27,300		34,451	69		
13. Miscellaneous	31,05,700		28,27,037	61		
		5,02,51,100			4,34,74,872	62
III.—Bunders.						
1. Establishment and Contingencies	2,84,500		2,49,836	09		
2. Rents, rates and taxes	4,99,500		4,07,761	55		
3. Repairs and maintenance	38,68,100		34,22,006	76		
4. Dredging	7,67,600		5,42,246	09		
5. New Minor Works—						
(*a*) items costing over Rs. 5,000	1,16,100		5,878	41		
(*b*) items costing Rs. 5,000 and below	48,100		14,846	62		
6. Miscellaneous	4,18,600		3,99,676	89		
		60,02,500			50,42,252	41
IV.—Lands and Buildings.						
1. Establishment and Contingencies	6,73,000		6,19,313	11		
2. Rents, rates and taxes	21,83,100		14,02,348	01		
3. Repairs and maintenance	22,33,500		19,48,625	72		
4. New Minor Works—						
(*a*) items costing over Rs. 5,000	1,69,300		1,29,965	63		
(*b*) items costing Rs. 5,000 and below	54,100		28,546	38		
5. Miscellaneous	2,16,800		2,00,107	84		
		55,29,800			43,28,906	69
V.—Railway Department.						
1. Manager's Office Establishment and Contingencies ..	6,01,000		5,86,705	06		
2. Station Establishment	29,03,000		28,06,489	43		
3. Loco and Wagon Establishment	7,77,409		7,40,128	60		
4. Repairs and maintenance	30,78,500		30,05,307	45		
5. Rents, rates and taxes	3,97,900		1,68,464	65		
6. New Minor Works—						
(*a*) items costing over Rs. 5,000	1,29,600		60,759	73		
(*b*) items costing Rs. 5,000 and below	85,600		15,604	24		
7. Miscellaneous	2,11,100		1,71,310	56		
		81,84,100			75,54,769	72
Carried over ..		8,62,00,700			7,54,66,192	92

ABSTRACT OF REVENUE ACCOUNT—EXPENDITURE—*Concld.*

Major and Minor Heads.	Revised Estimates, 1961-62.		Actual Expenditure from 1st April 1961 to 31st March, 1962.			
GENERAL ACCOUNT—*Concld.*	Rs.	Rs.	Rs.	nP	Rs.	nP
Brought over ..		8,62,00,700			7,54,66,192	92
VI.—Dry Docks.						
1. Establishment and Contingencies	5,09,000		5,15,514	13		
2. Repairs and maintenance of Pumping Station and Engine House	1,85,100		1,99,275	11		
3. Repairs and maintenance of Docks and Buildings ..	2,49,500		1,97,582	74		
4. Rents, rates and taxes (Municipal General Tax) ..	28,200		28,147	00		
5. New Minor Works—						
(*a*) Items costing over Rs. 5,000	7,500		7,000	00		
(*b*) Items costing Rs. 5,000 and below	7,400		1,084	01		
6. Miscellaneous	2,93,000		4,48,230	60		
		12,79,700			13,96,833	59
VII.—Port Department.						
1. Establishment and Contingencies	2,63,700		2,63,711	33		
2. Repairs and maintenance of Light-houses and Wireless and Signal Stations	2,96,500		2,32,256	73		
3. Repairs and maintenance of Tugs, Light Vessels, etc...	23,02,600		19,98,855	43		
4. Port Health Establishment	96,400		96,400	00		
5. Port Police Establishment	55,300		55,300	00		
6. New Minor Works—						
(*a*) Items costing over Rs. 5,000	75,400		35,469	83		
(*b*) Items costing Rs. 5,000 and below	7,900		787	50		
7. Miscellaneous	3,35,500		2,22,306	32		
		34,33,300			29,05,087	14
VIII.—Renewals and Replacements.						
1. Works—						
(*a*) Items costing over Rs. 5,000	70,47,600		36,16,077	72		
(*b*) Items costing Rs. 5,000 and below	3,07,000		85,519	78		
	73,54,600		37,01,597	50		
Less—Expenditure to be met by withdrawal from Renewals and Replacements Fund	*Cr.* 53,54,600		*Cr.* 17,01,597	50		
	20,00,000		20,00,000	00		
2. Contribution to Renewals and Replacements Fund ..	81,12,000		81,12,000	00		
		1,01,12,000			1,01,12,000	00
IX.—Debt Charges.						
1. Interest on loans—						
Debenture loans	31,42,200		31,42,175	00		
2. Sinking Fund—						
Annual instalments	5,52,600		5,52,565	10		
3. Provision for repayment of Loans from Government for the construction of a Marine Oil Terminal at Butcher Island	52,50,000		52,50,000	00		
		89,44,800			89,44,740	10
Total General Account ..		10,99,70,500			9,88,24,853	75
XI.—SPECIAL EXPENDITURE.						
1. Interest on investments held in General Sinking Fund—						
(*a*) Transfer of improvement to Sinking Fund ..	16,60,300		16,60,350	38		
(*b*) Transfer of surplus interest to Sinking Fund ..	4,71,800		4,70,667	41		
2. Expenditure out of amounts withdrawn from Funds—						
(*a*) General Reserve Fund	2,65,57,500		88,27,134	53		
(*b*) Pilotage Depreciation Fund	6,10,300		17,525	74		
(*c*) Fire and Motor Insurance Fund	4,200		809	23		
(*d*) Renewals and Replacements Fund	1,06,38,800		36,20,181	58		
3. Miscellaneous	....		....			
		3,99,42,900			1,45,96,668	87
Grand Total ..		14,99,13,400			11,34,21,522	62

I. B. DAS GUPTA,
Chief Accountant.

A. L. DIAS,
Chairman.

PILOTAGE ACCOUNT

1961-62.

PILOTAGE

Statement of Receipts and

Receipts.	Revised Estimates, 1961-62.		Actual Receipts from 1st April 1961 to 31st March 1962.	
	Rs.	Rs.	Rs. nP	Rs. nP
1. Pilotage fees		22,00,000		22,40,253 00
2. Interest on investments held in—				
(a) Provident Fund		43,800		43,792 10
(b) Reserve Fund		35,400		35,396 43
3. Miscellaneous—				
Harbour Master's attendance fees	200		540 00	
Miscellaneous fees	600		509 00	
		800		1,049 00
4. Surcharge		4,40,000		4,48,164 99
Carried over		27,20,000		27,68,655 52

ACCOUNT.

Expenditure during 1961-62.

Expenditure.	Revised Estimates, 1961-62.		Actual Expenditure from 1st April 1961 to 31st March 1962.			
	Rs.	Rs.	Rs.	nP	Rs.	nP
1. Establishment and Contingencies—						
(a) Proportion of Master Pilots' pay and allowances (50%) ..	33,000		37,558	22		
(b) Wages of Pilots	5,00,000		4,77,617	30		
(c) Proportion of Port Department staff (10%)	20,300		20,069	12		
(d) Proportion of pay and allowances of Master Syrangs and Lascars of Deputy Conservator's Office (25%)	14,400		13,813	67		
(e) Office Contingencies	27,700		25,725	91		
		5,95,400			5,74,784	22
2. Repairs and Maintenance of Wireless Stations—						
(1) Port Signal Station	6,000		6,353	89		
(2) S.P.V. " Kennery "	1,500		1,552	92		
(3) Kennery Lighthouse	1,900		528	48		
(4) Prongs Lighthouse .. .. / ..	4,000		727	57		
(5) Government licence fees	2,000		3,795	00		
		15,400			12,957	86
3. Maintenance of Pilot Vessels—						
(1) Steam Pilot Vessel "Kennery" (Proportionate cost) (50%)						
Operation—						
Wages	1,57,800		1,38,681	70		
Stores	25,000		25,710	72		
Fuel Oil	1,00,000		1,14,132	58		
Maintenance	15,000		6,271	32		
Repairs	60,000		39,261	19		
Repairs to boats	5,000		1,099	50		
(2) Diesel Electric Pilot-cum-Air/Sea Rescue Vessel "Venu" (Proportionate cost) (50%)						
Operation—						
Wages	13,000		....			
Stores	2,000		....			
Fuel Oil	8,000		....			
Maintenance	5,000		614	88		
		3,90,800			3,25,771	89
4. Proportion of General charges—						
(a) Administration, Audit, Accounts and Medical	1,08,800		1,10,746	22		
(b) Engineering	14,100		9,268	00		
(c) Stores	12,000		12,391	50		
		1,34,900			1,32,405	72
Carried over ..		11,36,500			10,45,919	69

Receipts.	Revised Estimates, 1961-62.		Actual Receipts from 1st April 1961 to 31st March 1962.	
	Rs.	Rs.	Rs. nP	Rs. nP
Brought over ..		27,20,000		27,68,655 52
Grand Total ..		27,20,000		27,68,655 52

ACCOUNT—*Concld.*

EXPENDITURE.	Revised Estimates, 1961-62.		Actual Expenditure from 1st April 1961 to 31st March 1962.			
	Rs.	Rs.	Rs.	nP	Rs.	nP
Brought over ..		11,36,500			10,45,919	69
5. Contributions to Provident Fund—						
(*a*) Contributions		43,000			36,910	98
(*b*) Interest		42,000			36,552	46
6. Special Contributions and Pensions—						
Special Contributions	25,000		12,687	49		
Pensions	6,700		4,434	90		
		31,700			17,122	39
7. Miscellaneous—						
(*a*) Lighting—						
Electric Energy	100		21	43		
(*b*) S.T. " Zephyr " (Proportionate cost) (25%)						
Operation—						
Wages	22,200		19,418	69		
Stores	3,500		3,756	35		
Coal	9,000		9,508	00		
Maintenance	3,400		2,835	41		
Repairs	13,000		12,458	46		
(*c*) M.T. " Thal " (Proportionate cost) (25%)						
Operation—						
Wages	21,800		17,571	08		
Stores	2,000		1,892	81		
Fuel oil	3,000		1,409	20		
Maintenance	1,500		1,783	84		
Repairs	7,000		11,663	38		
(*d*) M.P. " Wavelet " (Proportionate cost) (75%)						
Operation—						
Wages	30,900		17,936	35		
Stores	2,100		499	51		
Petrol, etc.	3,600		....			
Maintenance	4,500		1,497	79		
Repairs	9,000		21,478	32		
(*e*) M.L.B. " Bombay " (Proportionate cost) (25%)						
Operation—						
Wages	12,000		11,179	52		
Stores	1,000		923	47		
Fuel oil	1,700		770	43		
Maintenance	2,000		577	11		
Repairs	7,000		3,471	63		
(*f*) M.P. " Mora " (Proportionate cost) (75%)						
Operation—						
Wages	27,900		23,011	47		
Stores	2,100		1,911	57		
Fuel oil	3,000		1,004	40		
Maintenance	12,000		1,938	65		
Repairs	36,000		14,583	97		
(*g*) Pilot Launch " Nandini " (Proportionate cost) (25%)						
Operation—						
Wages	9,200		8,178	50		
Stores	1,000		688	49		
Fuel oil	1,700		864	90		
Maintenance	1,500		996	22		
Repairs	6,000		2,677	25		
(*h*) Leave Travel Concession	3,000		602	42		
(*i*) Contribution for depreciation	1,26,800		1,26,800	00		
		3,90,500			3,23,910	62
		16,43,700			14,60,416	14
Surplus transferred to (i) Pilotage Reserve Fund		....			....	
(ii) Pilotage Suspense Account		10,76,300			13,08,239	38
Grand Total ..		27,20,000			27,68,655	52

I. B. DAS GUPTA.
Chief Accountant.

A. L. DIAS,
Chairman.

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on 08 January, 2019